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10am – 6pm**

Festival



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*Malcolm Mitcheson,
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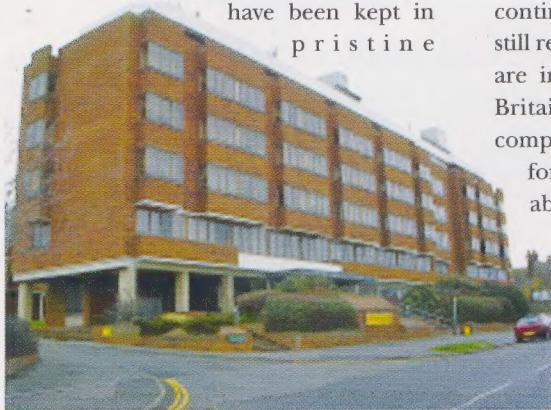
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100 Years of Motor Racing on British Soil!

It hardly seems imaginable that 100 years ago the first motor race to take place on British soil was organised here in Bexhill by the 8th Earl De La Warr. With the speed limit for automobiles set at 12mph, the prospect of a motoring race which would see vehicles travelling in excess of 50mph proved to be a big pull.

Nowadays it seems we are a little harder to impress. You will be seeing vehicles at this year's Hastings Direct Bexhill 100 which can go from 0-100mph in under one second and cars with top speeds of up to 200mph. What will really impress you though is the incredible display of vehicles from the early days of motoring, many of which

have been kept in pristine



condition by their owners. This event is a wonderful tribute to British motor racing history which we hope, as always, you will enjoy.

To highlight the incredible transformation of motoring over the last 100 years, Hastings Direct have a display of Vauxhall cars from 1903 up to the present day featuring a 1903 5 horse power, single-cylinder, a 1926 OE-type, a 1953 E-type Wyvern, a 1979 HC Viva and 2002 VX220. We hope you will visit our marquee for an interesting look through time at how motoring has progressed.

Hastings Direct too has made considerable progress since its start up in January 1997. With 2001 being our most successful year to date Hastings Direct is continuing to expand and are therefore still recruiting. If you or anyone you know are interested in a career with one of Britain's fastest growing insurance companies, come along to our marquee

for an informal chat to find out more about the benefits of a career with Hastings Direct. Our friendly staff look forward to meeting you.

David Gundlach –
Managing Director, Hastings Direct



The directors would like to express their gratitude to all the dedicated and enthusiastic Bexhill 100 volunteers.

Thanks for keeping the show on the road!

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Festival of Motoring

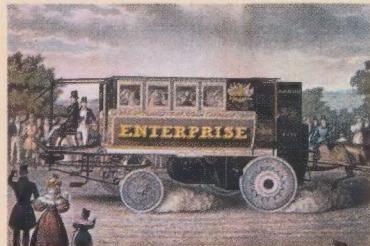
FEATURES



1900 Gardner Serpollet



Bexhill in 1902



Very early transport



See Schumacher's Ferrari



Car Entrants

7

14

34,35

32

29 – 31

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Thank you for coming to Bexhill

On the 100th Anniversary of the first Motor Races in Great Britain

Welcome to our 13th Bexhill 100 Festival of Motoring and a very special welcome to those many friends who have been with us every year since 1990.

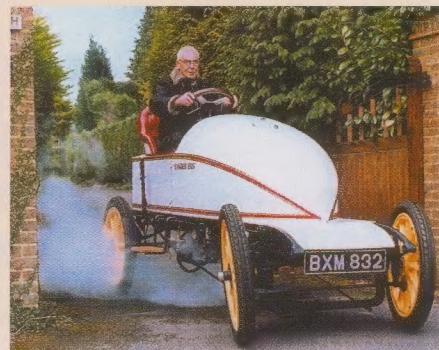
When we organised the first Festival in 1990, few believed that Bexhill really was the birthplace of British Motor Racing; today this is universally acknowledged. Since 1990, the Bexhill 100 has become established as a worthwhile event in the minds of over one million motoring heritage visitors. This year, weather permitting, we are expecting to see more visitors than ever over the weekend of the Festival.

As this is the centenary of the first motor races we hope the weekend will be memorable for everyone. In addition to the outstanding array of vintage & classic cars, our event organiser, Brian Storkey, and his team have put together a unique programme of features and competitions

to delight all the family. Major sponsor Hastings Direct, local sponsors, the marshals and many other worthy helpers have combined to bring you a very special "Hastings Direct Bexhill 100 Festival of Motoring" this weekend.

This year we will also see the completion of the Serpollet project. The Serpollet steam powered racing car held the World Land Speed Record in 1902. After years of sedate walking, cycling and horse drawn carriages, imagine the excitement of seeing a steam powered car thundering past for the very first time. In 1902 the maximum road speed limit was 12 mph. The Serpollet raced in front of a cheering crowd of 30,000 spectators on Bexhill promenade one hundred years ago and set the British speed record at a then astounding 54.4 mph.

We have not been able to trace the original car that raced in Bexhill, we understand it may have been destroyed by



fire. Maybe one day the original Serpollet will just turn up again. In the meantime the Bexhill Motor Racing Heritage Group has commissioned the building of a Serpollet replica so we can all experience the thrill of the first race. The programme cover has a photo of the car and the full story is on page 10.

This weekend you will be one of the first to see this "Serpollet", running under its own steam. The "Serpollet" steam car will be running down the original Bexhill Galley Hill & Promenade Track over the weekend. Be sure you don't miss this nostalgic moment. Try to imagine what it was like to be here when history was made on Bexhill's seafront, a century ago.

Malcolm Mitcheson –
Chairman Bexhill 100

Drays Uphill Dash

These timed speed climbs, that formed part of the original races in 1902, continue to enthrall the crowds from 10.00am on both days of the show.

This year we have more entries than ever including a 1924 Panhard and amazingly the steam replica of the 1820s vehicle Enterprise! Due to public demand we will also be having a new class just for

Motorbikes. Come on you bikers come and enter.

The main sponsor of the Uphill Dash, Drays, are awarding 14 first prizes of Sony clock radios. In addition Sony CD radio cassettes are presented to the fastest entrant of each day. The fastest bike of each day will receive a Sony clock radio. All winners will also receive a plaque.

Bexhill 100 sponsor Hastings Direct are supplying all the plaques to the winners of each class on each day.

The event takes place at the foot of Galley Hill on the eastern end of our track and starts at 10am each day. Entries can be made by ticking the appropriate box on the car entry form or on the day at the Uphill Dash Registration point at the foot of Galley Hill. Many thanks to Ian Standley, Managing Director of Drays – your local hi-fi and TV specialists – and to Hastings Direct for their tremendous sponsorship of the Uphill Dash. Happy Dashing.
10am to 4pm on both days at Galley Hill.

Laurel & Hardy

in Bexhill Town Centre and at the Bexhill 100

This year we are providing entertainment in Bexhill Town Centre on the Friday and Saturday of the Festival weekend.

On these days we will have Laurel and Hardy (look-alikes) performing their superb act, they give an authentic representation of the antics of this duo in a real Model T Ford. Laurel and Hardy will also be in the

Saturday Parade of vehicles along with music and other entertainment in the Town Centre and at the 100 over these two days. Laurel and Hardy will be up to their antics at the Bexhill 100 on Sunday and on Monday we welcome The Keystone Copies causing chaos at the event.



Serpollet

An original
Gardner
Serpollet
at this
Year's Show



Mr Dale of Market Rasen will be bringing his Gardner Serpollet to the show, manufactured in 1900 this double phaeton, blue car is one of our many attractions this year.

Mr Dale has owned the car for 28 years during this time he has done the "Brighton" run and has always finished! Driving the car at the 100 will be Mr Dale's son in law Rob who was taught to drive the Serpollet on the Silverstone track.

Gardner Serpollet 1900 5HP

Walter Launcelot Creyke

Walter Launcelot Creyke deserves a mention in motoring history on two counts.

Walter Launcelot Creyke deserves a mention in motoring history on two counts. The first is that he owned the Serpollet "Easter Egg" and the second is that he was in partnership for a short while with the man who was to become the largest motor manufacturer in Britain, William Richard Morris, later Lord Nuffield.



There were two "Easter Eggs" at Bexhill in 1902 and photographs confirm they were very similar in appearance,

although not identical. The "Egg" that Leon Serpollet brought to Sussex was a brand new car.

The other "Easter Egg" at Bexhill was the actual steamer in which Serpollet had shattered the motor car kilometre record (it was not the Land Speed record – express trains were faster) on the Promenade des Anglais at Nice at just over 75mph on 13th April 1902.

The date of the run accounts for the "Easter" part of the car's name and strictly speaking, it is the only true "Easter Egg"; other Serpollets of similar shape are merely "Eggs". The "Easter Egg" was rushed from its record run at Nice to England for exhibition on

the Speedwell stand at the Cordingly Motor Show held at the Agricultural Hall, Islington from 19th to 26th April.

One of the Speedwell directors, Lance Creyke, purchased the car from the stand for a reputed £2,000 (about £130,000 at today's prices). To put this in perspective, the cost at this time of building two fine houses in Bexhill on plots with Marina frontages was some £6,000. (William Mayner gave this as the cost of a pair of his houses in evidence, when he successfully sought an injunction in July 1902 to restrain the Earl De La Warr from holding further speed trials along the Marina.)

Sadly, the suspicion that the presence of two similar "Eggs" at Bexhill might have confused the journalists is justified. The *Bexhill-on-Sea-Observer* reported that M. Serpollet, having covered the kilometre in 41 1/5 sec or 54 miles an hour, then *went over the course in the "Easter Egg" car, now owned by Mr Creyke, of Oxford, but the time was not so good*. In a further report, the paper explained that Serpollet had switched to Creyke's "Easter Egg" for the second run because the new "Egg" had

Continued on page 8

Continued from page 7

been set alight at the end of the first run by some spilt oil. It is clear from the Bexhill paper that, in its view, the honour for the fastest run of the day rested with the brand new "Egg". *The Car* magazine saw the event differently and reported *The race for the Paris-Singer Cup for racing steam cars was won by M. Serpollet in 41 1/5 sec on the "Easter Egg", his new car having been temporarily disabled through a flare-up.* That Hon John Scott Montagu MP was the editor and managing director of *The Car* gives added authority to the journal's report, because Montagu was not only present at the event, but also rode as Serpollet's passenger. There is a photograph of Serpollet and Montagu in what is clearly the Creyke car, but one cannot be certain that the car was on an officially timed run. Both of the above contemporary reports are convincing, but which is the more accurate remains debatable.

The cost in 1902 of running a large, fast car of the type competing at Bexhill was unbelievably high. Tyres would have been the greatest expense and Alfred Harmsworth spent over £500 on them in 1901. The annual tyre cost of the "Easter Egg" could well have been higher, and indeed as high as that of the racing 100hp Rochet-Schneider, converted for road use. The owner of the latter said, possibly with some exaggeration, to have been unsuccessful in offering a tyre company £1,000 (some £65,000 at today's prices) to keep his car in tyres for a year. Who then was the young Mr Creyke, who could afford to run the "Easter Egg"?

Walter Launcelot Creyke was one of twin boys born on 6th December 1880 at the family mansion at Seamer Place (since renamed Curzon Place) in Mayfair, London. His brother died in infancy, which left Lance as the only son of the family of five children. Lance was only twelve years old when his father died and left him, at least nominally, the head of a very wealthy family. The Creykes were large landowners with estates in Yorkshire (Lance's paternal grandfather had risen to become archdeacon and Canon of York) and there was wealth on Lance's Mother's side too. Lance's maternal grandfather was the Sir John Lawes of Rothamstead, Hertfordshire, who pioneered the formulation and use of phosphate fertilisers.

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ions, but with a fancy for a future in the motor industry. He invested in and was appointed a director of the Speedwell Motor and Engineering Co. of Reading, and the Farman Automobile Co. As a personal venture, in about May 1902, he opened Oxford Automobile and Cycle Agency at 16 George Street, Oxford. In about September 1902, he joined forces with the cycle dealer, Frank George Barton, on the opposite side of George Street and they traded under the name of The Oxford Automobile and Cycle Agency. After about a year, Barton concluded that for further expansion, the partnership needed to include a good technical man and suggested W.R. Morris as the best in Oxford. He reasoned that Morris should find the scheme attractive, because it would provide him with the capital necessary to get his motor cycle into production. W.R. Morris duly joined Barton and Creyke in November 1903, but alas! By April 1904, the venture had floundered and had to be wound up. Morris recovered quickly. Within two decades, he was the largest motor manufacturer in Britain and went on to become Lord Nuffield. Morris put none of the blame for the Agency's failure on Barton. Indeed, Morris and Barton remained firm friends and, in due course, Barton was appointed the Morris distributor for Devon and East Cornwall. Morris may not have been justified, but when it came to Creyke, Morris's feelings were of nothing but bitterness and contempt.



The family must now have stepped in and decided that young Lance had to be banished to some remote outpost of the Empire, where he could do least damage. On 14 October 1904 he joined the Hudson Bay Company to work as a clerk at Telegraph Creek, British Columbia, on the Yukon border. For Lance, the change must have been devastating after Mayfair, Oxford and a life of fast cars. Shortly after his arrival, he took Ida Quock, a Canadian Indian, as his mistress. She bore him a son in 1906. The Hudson Bay records show that Creyke offered to resign from the company on 9th March 1908 and he retired from its service on 31st July 1908. On 17th August 1908, he married a Canadian Indian, Coenishma Nessedah (Mary), and went to live with her on the reserve. Their first born, a son whom they

called Walter, died when only 42 days old. Lance never saw their second child, a daughter, Grace who was born at Telegraph Creek on 3rd November 1909, because the month before he had sailed from Wrangell, Alaska for England. He could not postpone the voyage because of the onset of the winter ice. Unhappily, in 1910, poor Coenishma was murdered in Wrangell. There was further misfortune, which on this occasion involved the church. Creyke met a Canadian, Anglican Church, dignitary in London and made over a substantial sum of money to him with the instructions it be used for the maintenance of his, Creyke's, Canadian dependants. The church dignitary channelled the funds and the instructions through to the local minister at Telegraph Creek. On her deathbed, the wife of the

Telegraph Creek minister confessed that the temptation had proved too much and she and her late husband had stolen the money. On a happier note, Grace Creyke subsequently married and had 20 children, of whom 17 are still living.

Apart from gaining a commission as a 2nd lieutenant in the Royal (Garrison) Artillery on 21st January 1918, Creyke appears to have done little gainful after his return to England. It is said that he got through two fortunes spent mostly on girls he met at stage doors. On 29th September 1940 he fell in front of an Underground train in North London. The family suspected suicide. The coroner returned an open verdict.

Many thanks to Robin Barracough for giving us permission to reproduce this article.

Help! Pedestrian! Follow That Car

The following is an anecdote about Leon Serpollet, taken from the Internet and much funnier if you read it out loud!

It has lost (and gained) much in the translation from French to English, in fact it has become rather amusing. It is reproduced here word for word, see if you can make sense of it.

"It is Voltaire boulevard in the 11th district of Paris. Leon Serpollet, inventor and industrialist decides one evening of going to dine in friends who live in Boulevard Voltaire. He parks his vehicle in front of the door, and leaves it lit. Madness, will you say? It should well be understood that the good man does not risk nothing: its vehicle is, at that time, only convey in circulation in Paris? Therefore, no one other than him cannot lead it!"

And yet, the caretaker makes irruption during meal and announces that men are assembled in the machine and left with fright of the industrialist who, outgoing in waterspout in the street, sees his car to move away in direction from the place from the Republic. Understanding that this flight could

have consequences dramatic, men not knowing nor how to operate the machine, not especially how to stop it, it launches out to their continuation with foot!

Obviously speeds were not what they are even if vehicles built by Leon Serpollet will be the first to reach 120km/h. While waiting, our

them three men were well assembled on the machine of their full liking, this one had gotten under way all alone and the three men had found themselves embarked, rolling in the streets of Paris without any on the way of operating! One of them had nevertheless had the idea to hold bar to direct the vehicle, but it was all. To stop??? None of them knew how to make!

From where their relief when Serpollet took them again things in hand! Also, the industrialist did not continue not the three robbers who were free for a large fright and a night at the station."

We think it means that Serpollet's car was the only one in Paris and that during a rainstorm three men stole the car. Serpollet ran after them, jumped aboard, knocked out the driver and took control. The would be car thieves were delighted to see Serpollet as they had no idea how to drive, or how to stop the car. Serpollet did not press charges and after a night in the police cells they were free to go. Could this have been the first reported car theft?



Serpollet 1903 6CV

industrialist court to lose breath behind its car, and makes so much and so that it finishes by catching up with it. Having slowed down, it calms its anger by sending the driver to the carpet of a masterly blow of fist! Which far from being annoyed, sees with one immense happiness to arrive the inventor. Indeed if

Holder of the World Land Speed Record in 1902

The Story of Leon Serpollet and his Steam Powered "Easter Egg" Car. By Brian Storkey

Motorised transport was in its infancy in the middle of the 19th century but by the beginning of the 20th Century, the intrepid motoring pioneers, mainly from the Continent, had made massive progress. Two such innovators were two brothers Henri and Leon Serpollet from France, born in 1848 and 1858 respectively. Leon having left school at the tender age of 13, began working for his father in the family carpentry business in Culoz, and three years later, after finishing his military service, Henri joined him.

They both toiled long and hard but they soon came to realise that to make the business profitable and competitive, they needed to try and motorise their circular saw, to enable them to cut and shape wood quickly and efficiently. Both Leon and Henry had a keen interest in engineering and almost by chance they discovered the principle of instantaneous vaporisation, an invention that was to make their name famous. This proved to be the beginning of an exciting period in their lives and an innovative era in the history of motoring and transport.

By 1887 they had produced a steam powered tricycle and in 1888 they were given permission to use it officially in the streets of Paris. Later that same year they produced an engine that propelled a small boat at 20kms per hour, and by 1892 they were producing large steam driven vehicles to carry the well to do around Paris. Steam powered trains, trams, lorries, buses and military vehicles were successfully produced, many being sold outside France.

Fierce Competition

Everything was going well until 1898 when fierce competition from petrol engines and electric trams created massive cash flow problems to the Serpollet Company. In 1899 they were facing ruin, they needed to quickly find a financial backer and they found one, Mr Franck Gardner, an American millionaire. With financial security assured the Serpollet brothers were able to once again produce quality vehicles. Orders began pouring in and they soon opened factories and sales outlets on the Continent and in England.

However, Leon Serpollet's real passion was speed and racing. In 1901 Baron de Rothschild, a wealthy entrepreneur and fanatical motorist, offered a huge silver cup to the first driver who could win the Fete de Nice three times. The course was the ordinary streets of Nice – a little like the Monaco Grand Prix of today – Serpollet could not resist the challenge. Earlier in the year he had already won a race in the South of

France driving one of his 12hp touring cars arriving at the finish 27 minutes ahead

of any of his rivals who were driving cars powered with petrol engines.

Serpollet cars had won other important races on the Continent, so Leon was already gaining quite a name as a driver and a manufacturer.

Aware of his growing reputation he decided to design and build a racing car for the Fete de

Nice, using for the first time the principles of aerodynamics. It was with this vehicle, the now famous "Oeuf de Paque" or "Easter Egg" (it was Easter time) that in April 1902 on the Promenade des Anglais at Nice he achieved an average speed of more than 75mph, establishing a world land speed record for cars. Serpollet became a hero, famous for his exploits of skill and courage, crowds came to see him wherever he raced and the Gardner-Serpollet marque became famous throughout the world.

First motor race in Britain here in Bexhill!

Motor racing was becoming very popular and the first International Motor Race Meeting in Britain was already being organised. It was to take place on the Bank Holiday in May 1902 at Bexhill on Sea, East Sussex, just a few weeks after Serpollet had set his record in Nice. Bexhill had been chosen primarily because of its proximity to the ports of Newhaven and Folkestone, so it was easily accessible to drivers from the Continent. It was also selected because Bexhill seafront was Earl De La Warr's private road, and was therefore not subject to the 12mph speed limit in force on the highways of Britain at the turn of the Century. Serpollet decided to come to Bexhill and attempt to beat his own World Record.

The meeting attracted huge crowds of 25-30,000 people, doubling the population of Bexhill. Never before had so many of these new fangled noisy racing machines been gathered together, nor so many motoring dignitaries. Men such as Algernon le Guinness, C.S. Rolls, Herbert Austin, Alfred

Harmsworth (founder of the *Daily Mail*), Louis Renault, John Scott Montague MP (the father of the present Lord Montague of Beaulieu), Baron de Rothschild and many more.

When Serpollet began his attempt from the start at the top of Galley Hill, a murmur went through the crowd "Here comes Serpollet" as he sped down the incline. The white dot which was his car became bigger as it hurtled towards them, the murmur from the crowd became a roar, the next minute Serpollet was flying past with both he and his assistant crouching low in their car and stretching forward to reduce the wind resistance. It was no wonder there was so much excitement in the crowd, it was estimated that he had reached the staggering speed of nearly 80mph at times during his attempt, previously thought impossible. This must have been an incredible sight for the crowds when you consider that the horse was still the usual mode of transport for most people.

The excitement and enthusiasm in Bexhill that day must have been tremendous, this was the equivalent of having Michael Schumacher or David Coulthard flying down Galley Hill and De La Warr Parade in their Formula 1 racing cars.

Because of the weather and the camber on the track he was unable to beat his own record set three weeks before in Nice, but he still recorded the fastest time of the weekend at an average speed over 54mph, and so created a British Land Speed Record.

Leon and his brother were true pioneers and they made a tremendous impact on the world of transport and motoring. Their exploits continued for several years, unfortunately Leon died whilst quite young from illness in 1907, otherwise who knows what they may have achieved.

Only two of the "Easter Egg" cars were ever built and after several years of research, in this country and on the Continent, it appears that neither of them have survived. In 1999 Bexhill's Motoring Heritage Group decided to have a replica built and to involve local schools and an engineering company. This ambitious and exciting project is now complete.

The finished replica car will run for the first time, under its own steam, at the Bexhill 100 this year. This first run of the Serpollet replica is to help us to celebrate the Centenary of Bexhill as the birthplace of British Motor Racing in 1902.

The Serpollet Replica project has been supported by, Hastings Direct, CSMA, Sackville Partnership, and several local companies. Many thanks to all those who have supported this ambitious project – without your help it would not have happened.

Article first published in the Motoring and Leisure csma magazine in April 2002.

Leon Serpollet in the 'Easter Egg' racing at Bexhill in 1902

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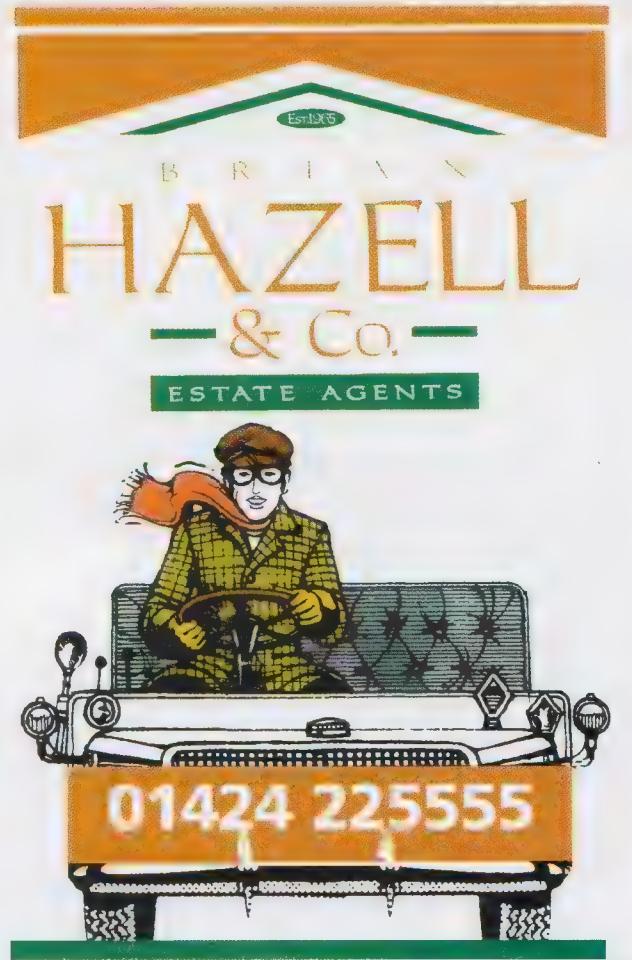
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Manx Grand Prix, Kevin Canniffard, 2009 - motorcycle Super Champion of last year's 100



Some of the entrants from last year's event



*Cars parked on De la Warr Parade for the 1902 races.
The house on the opposite side of the road is now The Box*

By Sue Spice

It was Viscount Cantelupe, who became the eighth Earl De La Warr in 1896, who really developed Bexhill on Sea. He wanted to promote the town as a fashionable resort and built the Kursaal as a high class entertainment venue that held performances by some of the leading artistes of the day. The Earl constructed a cycling boulevard on the seafront in 1896 and this was later to become Britain's first international motor racing track.

It was here in 1902 that the first motor races in this country took place. Among the 200 competitors were, Alfred Harmsworth founder of the *Daily Mail*, Baron Rothschild, Algernon Guiness, H.S Rolls of Rolls Royce, Louis Renault and Herbert Austin. Bexhill really was THE place to be in 1902. Motor racing ceased in Bexhill with the opening of the Brooklands circuit in 1907. However, we now hold the Festival of Motoring every May Bank Holiday where for 3 days 'the cars are the stars'. This popular festival attracts over 80,000 visitors, and in 2002 we celebrate the centenary of this Historic Milestone in motoring history.

What was the town like in 1902?

An affluent, bustling, busy resort town with a resident population of 13,000 and over 40 boarding and day private schools! The main shopping streets of Devonshire, Sackville, Sea and St Leonards Roads have not changed a great deal, the shop fronts have been modernised but the buildings are still very much as they were in 1902. Western Road was predominantly private houses. London Road (called Lower Station Road in 1902) was also a bustling shopping

area. The trades carried out in the town were different in 1902 but some are recognisable today and a few have hardly changed in number. In 1902 Bexhill had – amongst others – 11 Bathchairmen, 2 Accountants, 9 Booksellers, 20 Boot and Shoe makers, over 30 Builders, 16 Butchers, 9 Carriage proprietors, 15 Clothiers and tailors, 23 Confectioners, 5 Corn and seed merchants, 7 Cycle depots, 18 Doctors and surgeons, 28 Dressmakers, 7 Florists, 20 Fruiterers and greengrocers, 32 Grocers, 16 Hotels and inns, 12 House and land agents, 18 Laundries, 6 Libraries, 3 Newspapers, 9 Newsagents, 3 Mineral water manufacturers, 1 Optician, 5 Photographers, 10 Restaurants, 5 Servants registry offices, 7 Blacksmiths, 14 Stationers, 1 Stockbroker, 14 Solicitors, 1 Syphon manufacturer, 1 Sawmill, numerous Brickyards, 17 Tobacconists, 3 Umbrella makers, 7 Wheelwrights, and 23 Wine and Spirit Merchants.

Of these original traders few are still trading today but we still have Barclays and Lloyds banks in Devonshire Road, C Wells Boot and Shoe Maker was in Victoria Road in 1902 and can now be found in Sackville Road, J. B Ward outfitter was in Station Road

and



can now be found in Devonshire Road, E. Warburton the corn and seed merchants were in Belle Hill and can now be found in Town Hall Square. Russells were electrical engineers and had a cycle depot based in London Road, today that is now Russells Renault Garage. Hotels and Inns that remain are: Bell Hotel – Old Town, Castle Hotel – Town Hall Square, Denbigh Hotel – Little Common Road, Devonshire Hotel – Devonshire Road, New Inn at Sidley, Sackville Hotel – De La Warr Parade, Wheatsheaf Inn – Little Common and the York Hotel in London Road. Mr



Devonshire Road, Bexhill

Gaby was a local solicitor in Upper Sea Road this is now Gaby Hardwicke based in Eversley Road. *The Bexhill Observer* is still our town newspaper.

Bexhill in 1902

How did residents and visitors enjoy themselves? The centre for entertainment – all year round – was the Kursaal where many famous and leading artistes appeared. The Kursaal also had reading and writing rooms, a tea lounge and an open deck for sitting in the sunshine. In the morning and afternoon high class orchestral performances were given. Today the Sailing Club stands on the site of the Kursaal.

- Concerts were held at the Metropole Hotel,
- Regular Sunday Concerts in Egerton Park,
- Fancy Dress and Cinderella dances held at the Devonshire Hotel, Dances, Dinners and

Balls at the Sackville Hotel

- Motor trials on De La Warr Parade
- Illuminated fetes in Egerton Park
- Skating on Egerton Park Lake during severe winters. Bowls, Tennis & Cycling tournaments in Egerton Park.

Cycling on the Bicycle Boulevard, De La Warr Parade

● During the summer season everybody walked or drove in carriages along the sea front at all times of the day simply taking in the air. Bathing machines were available to hire and sea bathing was very popular.

However if you were a member of the working class life was very different and dependent for entertainment upon the largesse of the upper classes. This is the programme of events for local people provided by various committees of town worthies on Coronation Day 1902.

9th August 1902 – Celebrations for Coronation Day:

- 12 noon – Old folks Dinner – for 180 old people over the age of 60 in a large

marquee on Sidley Green with entertainment by Bexhill Old Town Band.

- Tea for local children in St Peters Rectory Field and on the Down 'after tea the children in Rectory Field will

be marched, in order, to the Down to participate in the

Sports and other amuse-

ments, Punch & Judy, Roundabout (one ride per child) and Swings, the children will be allowed to have rides in donkey and goat carriages until 7.30pm'

- Comic Cricket Match on Bexhill Down

● Patriotic Concert on the Down, Egerton Park, and De La Warr Parade

- Torchlight procession to parade to a bonfire on the Down, flight of rockets from bonfire.

A separate programme was organised for Little Common residents:

- The adult male residents of St Mark's Parish were invited to a dinner at 1.30pm. Tea for the children was at 4pm and for the women at 5pm. Maypole dance displays were provided by the girls and Running



Maze by the boys. A long programme of various sports for men, women and children took place during the afternoon.

- The proceedings terminated with a bonfire on Kewhurst Beacon.



Bexhill Railway Station from Sea Road

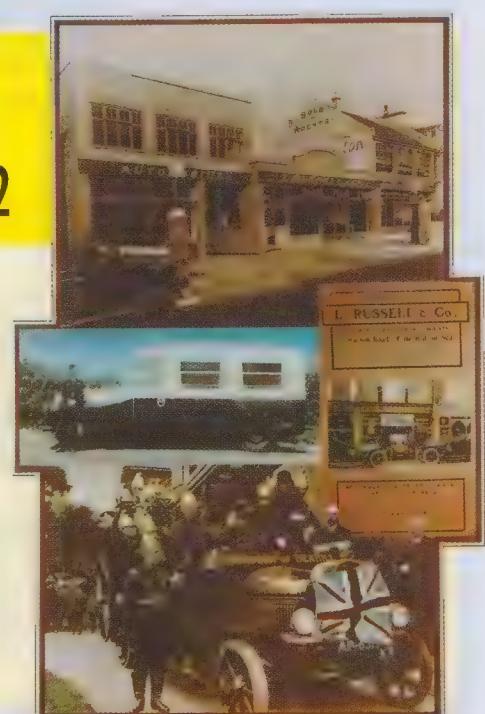
Thank you to Bexhill Museum for the use of these photos

Russells Renault in Bexhill in 1902 and still with us in 2002

Very few businesses from 1902 are still trading in Bexhill but Russells Renault is one of the few.

Louis Russell established his first garage, on the same site it occupies today, in Bexhill in 1896 about the same time that Louis Renault built his first car in his garden shed. Russells has, of course, changed dramatically since Louis founded his motor garage on the back of his success with pedal cycles and as a general engineer. The history of the company is

inextricably linked with that of the fire service and the ambulance service locally and Louis Russell is generally credited with having been the "father" of the fire brigade. His clever adaptations resulted in several of the town's earliest fire appliances and ambulances. Driving a Vulcan, one of many historic names with which the company has been associated, Louis Russell was a successful competitor in the first motor trials on Earl De La Warr's private seafront cycle track in 1902.





Car of the Show 2002

Pictured receiving his painting at Hastings Direct Headquarters is David Brown of New Addington. David won Car of the Show 2001 – with his 1976 Jaguar XJ6 Series II. David chose the artist from the Guild of Motoring Artists to produce the painting.

From left to right: Claire Day (Marketing Manager – Hastings Direct), David Brown, Malcolm Mitchenson (Chairman Bexhill 100), Brian Hazell (Bexhill 100).

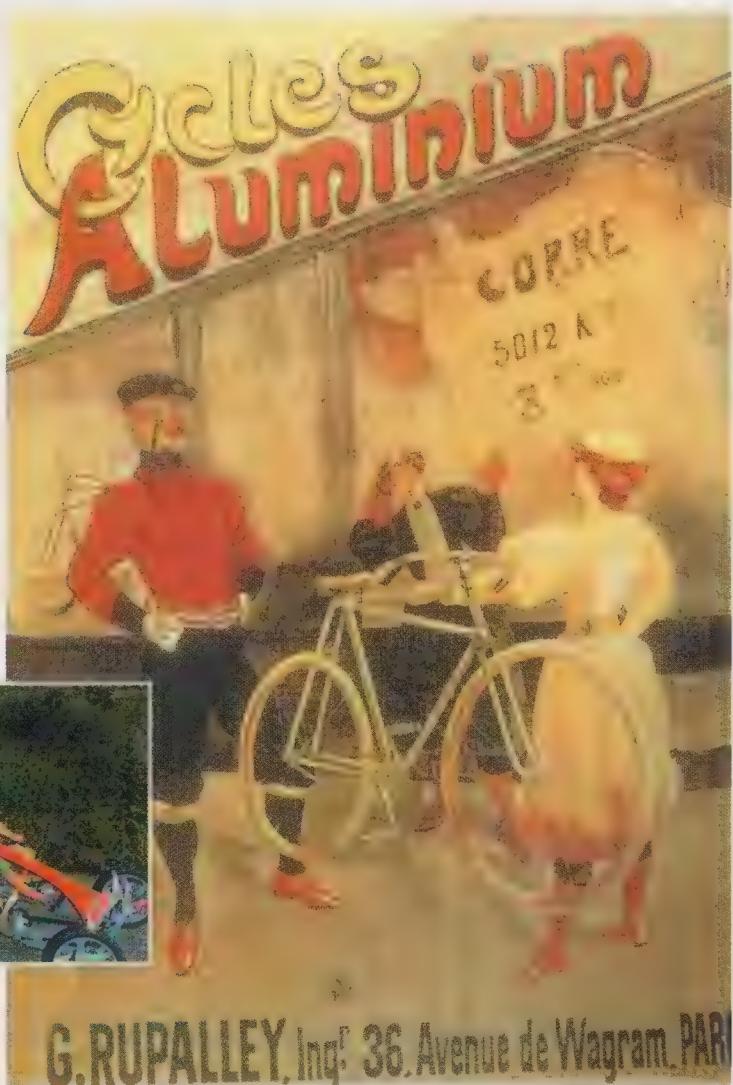
The Company of Cyclists

This year we are really fortunate to have the Bike Try-Out Roadshow, from the Company of Cyclists. This free roadshow, made up of both specialised and conventional cycles, will be situated in the De La Warr Pavilion Car Park. This roadshow offers cyclists and would-be cyclists the chance to discover the full pleasure of pedal power in a well controlled and enjoyable atmosphere. There will also be an opportunity to see (and try) the futuristic multi-seater ZEM car bike and the kiddies Viking trike for the under 5s.

The Company of Cyclists will have veteran bicycles with riders in period costume, and the ZEM car bike, in the town parade on Saturday and displays on the track of both veteran and modern bicycles on both days of the show.



Many thanks to Rother District Council for their support for the Company of Cyclists.



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TO ENCLOSED
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BEXHILL 100 SUNDAY

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BEXHILL 100 SUNDAY

**ENTRY PASS
TO ENCLOSED
AREAS**

BEXHILL 100 MONDAY

**ENTRY PASS
TO ENCLOSED
AREAS**

It was build as a Homologation Special, Ford had to build at least 1,000 to enable them to enter Group 2 Touring Car Racing. Unfortunately, the car was launched during the petrol crisis and was slow to be taken up by the public; it was also considerably more expensive than other models in the range. Only approximately 250 cars were completed of which 50 were shipped to Australia. The car was made up of 3.0L GT body shell with the addition of flared front wings, quarter bumpers, bib spoiler, rear duck tail spoiler, alloy wheels, front and rear Bilstein Gas Dampers, negative camber cross member, vented discs, overbored



Restoring RPU655M Ford Capri RS3100

In November 1973 Fords launched the RS3100 Capri the purchase price was £2,413.00.

engine by +60 thou to give the 3091cc, 148 BHP. The whole car was one inch lower than the normal 3.0L GT model. Additional body decals were applied.

I purchased my Modena green (only 24 were made in this colour) RS3100 in late 1995. It was

one of 23 cars registered by Fords in an effort to promote the car. It was in a sorry state and needed total restoration. Over the next five years restoration took place. All the work was completed by myself either at home or as part of a college course at South Kent College, Ashford. Work done included the manufacture of unavailable parts, the total restoration and respray of the complete body, refurbishment of the engine, gear box, rear axle, braking system, wiring harness, suspension, restoration of the interior and ancillaries.

After a successful MOT the car made its first journey to a car show, of course it was the Bexhill 100. I was amazed at the amount of interest the car raised. Most of the day was spent talking to interested members of the public and friends who had come to see this completed project of mine. The highlight of the day was being presented with the Post 1970's Concours Trophy.

During the last year I have been to approximately 10 shows and covered just under 2,000 miles. Many hours have been spent cleaning and polishing the car to keep it in nice condition for everyone to enjoy.

*By Dave Hurst of Romney Marsh
See RPU 655M and Dave at this year's show.*

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Events Programme

Continuous entertainment takes place on both days throughout the event in the marquee on the Seafront by Southern FM Roadshow (see map for details).

Appearances by the Laurel and Hardy lookalikes, up to their antics in their Model T Ford, will take place during the day.

Sunday May 5th 2002

10.00 **THE DRAYS UPHILL DASH**, heats in seven classes.

11.15 **BEXHILL SAILING CLUB** demonstration race.

11.40 **THE OPENING PROCESSION.** The Chairman of Rother District Council, Councillor Bill Clements, Miss Claire Day, Marketing Manager of Hastings Direct, and other dignitaries meet at the De La Warr Pavilion, where they assemble to join the Opening Ceremony Procession lead by the Easter Egg, which leads it along Sackville Road, Western Road and Devonshire Road, where it joins up with the Eastbourne Scottish Pipe Band which leads the procession along Marina Sea Front and up the course to just after the rostrum, where it continues playing while the dignitaries alight and proceed to the rostrum.

12.00 **THE OPENING CEREMONY.** The event organiser Mr Brian Storkey introduces Mr Malcolm Mitcheson, Chairman of Bexhill 100 Ltd, who introduces the dignitaries and Chairman of the Council Councillor Bill Clements, who declares the 13th Bexhill 100 open. The dignitaries return to their cars which proceed to the starting gate lead by the Eastbourne Scottish Pipe Band to await the firing of the Quad gun, after which the procession proceeds along the track to the finishing gate initially lead by the Eastbourne Scottish Pipe Band. The opening procession returns to the starting gate and the rostrum lead in the final stages by The Eastbourne Scottish Pipe Band.

12.15 **A MOMENT OF REAL NOSTALGIA.** The first appearance of the Serpollet Easter Egg replica which gained the fastest time of the day at the 1902 Bexhill Races and holder of the World Land Speed Record in 1902, together with a 1900 Serpollet steam car and the 1904 15 litre six cylinder Napier Sansom, a replica of the car that appeared at the original Bexhill Races but with the engine of the original car.

12.35 **THE DECADES OF VEHICLES** commencing with cars from PRE-1910 followed by The Steam Cars, led by the Easter Egg and the Halcyon steam motorcycle, followed by steam commercial vehicles and the traction engines.

1.00 **A UNIQUE INSIGHT INTO VERY EARLY TRANSPORT** with replicas of Trevithick's 1803 London Steam Carriage and the Steam Carriage Enterprise which carried fare paying passengers in London for the first time in 1833.

1.15 **AEROBATIC HELICOPTER DISPLAY** by Dennis Kenyon in his Schweizer 300C following his appearances in the film Black Hawk Down.

1.30 The 1910-1919 Decade of Vehicles • The 1920-1929 Decade of Vehicles followed by the 1930-1939.

1.30 The 1940-1949 Decade of Vehicles followed by 1950-1959.

2.00 **RUSS SWIFT** World Champion at reverse spins and parallel parking as seen on TV, demonstrates his amazing driving skills.

2.30 **THE DRAYS UPHILL DASH FINAL** at Galley Hill.

2.30 **THE COMPANY OF CYCLISTS** demonstrate their talents at riding period bicycles.

2.45 **THE FIRING OF THE QUAD GUN** followed by Military vehicles and Motor Bikes through the decades.

3.00 **THE DRAGSTERS.** Dave Grabham and Freddy's Revenge followed by Darryl Bradford and his top fuel Dragster. American vehicle display.

3.20 **THE ST JOHN AMBULANCE BRIGADE** celebrate their centenary in Bexhill where they appeared for the first time at the 1902 Races. One of the Brigade's original 1907 canvas bodied ambulances Sympathy joins the parade.

3.30 **THE "MAY STORKEY" VEHICLE AND LADY COMPETITION** entrants to assemble at the rostrum for judging, afterwards proceeding to the start gate for a commentary on their costumes. The presentation of the prizes takes place before vehicles proceed down the track for all to see.

3.30 **THE ELVAS**, Bexhill's only locally built Racing Cars, followed by the Final Decades 1960 to date.

4.00 **THE CONCOURS COMPETITION** winning vehicles and the winner of the *The Vehicle of the Day Competition* assemble at the rostrum for the *Presentation of prizes by Hastings Direct, the event sponsors.*

4.00 **THE BEXHILL 100 COMPATIBLE PAIRS**, this thrilling event by invitation (25 pairs Sunday, 25 pairs Monday) led by three racing cars of the 1902-1907 period of the type that did race at Bexhill: the 1904 Mercedes, the 1904 Napier with its original engine and the 1907 Corbin Racer.

4.10 **THE UPHILL DASH** Class winners assemble at the rostrum for the presentation of the prizes by Mr Ian Standley, Managing Director of Drays, The Uphill Dash Sponsors.

4.30 **COMMERCIAL VEHICLE DISPLAY** including the TRACTION ENGINES.

4.45 **AEROBATIC HELICOPTER DISPLAY.** A second opportunity to witness the amazing acrobatic flying talents of Dennis Kenyon in his Schweizer 300C helicopter.

5.00 **RUSS SWIFT** a second appearance of Russ and his amazing driving skills.

5.30 **THE FAREWELL PARADE.**

7.30 **SERPOLLET DINNER** invitation only.

10.00 **The Bexhill Town Mayor** Cllr Joanne P Gadd, together with the Bexhill Charter Trustees and the Mayor of Hastings Cllr Jackie Dowling, arrive on Course at the top of Galley Hill following the Beating of the Bounds Ceremony at Glyne Gap, to be met by Mr Malcolm Mitcheson, Chairman of Bexhill 100 Ltd and Gregory Barker M.P. A small group of cars led by the Bexhill 100 Chairman in the Easter Egg proceeds along the course to Sackville.

10.15 **THE DRAYS UPHILL DASH** heats in seven classes begin.

11.40 **THE OPENING PROCESSION.** The Mayor of Bexhill, Councillor Cllr Joanne P Gadd, Miss Claire Day Marketing Manager of Hastings Direct, and other dignitaries meet at the De La Warr Pavilion where they assemble to join the Opening Ceremony Procession lead by the Easter Egg which leads it along Sackville Road, Western Road and Devonshire Road, where it joins up with the Kingfisher Band, which leads it along Marina Sea Front and up the course to just after the rostrum where it continues playing while the dignitaries alight and proceed to the rostrum.

12.00 **THE OPENING CEREMONY.** The event organiser Mr Brian Storkey introduces Mr Malcolm Mitcheson, Chairman of Bexhill 100 Ltd, who introduces the dignitaries, the Bexhill Town Mayor Cllr Joanne P Gadd and Gregory Barker M.P., who declares the 13th Bexhill 100 Festival of Motoring open. The dignitaries return to their cars, which proceed to the starting gate lead by the Kingfisher Band to await the firing of the QUAD gun, after which the procession proceeds along the track to the finishing gate initially lead by the Kingfisher Band. The opening procession returns to the starting gate and the rostrum lead in the final stages by The Kingfisher Band.

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4.30

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4.45

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5.00

RUSS SWIFT. A second appearance of Russ and his amazing driving skills.

5.30

THE FAREWELL PARADE.

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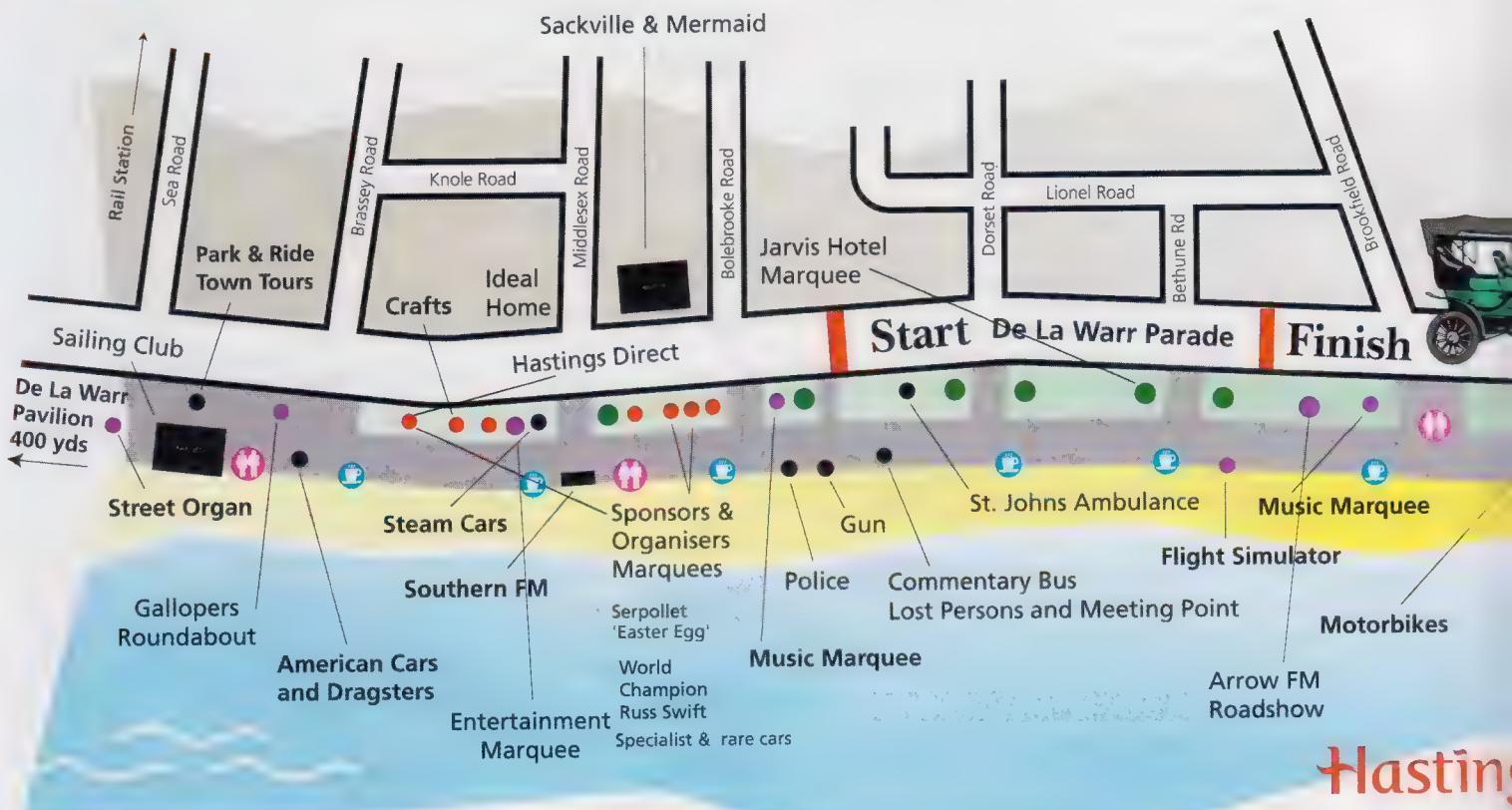
'The cars are the stars'

We would like to thank all the entrants for their continued support of this event.

Where to go and what to see...



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ENTERTAINMENTS MARQUEE

Some of the acts and entertainment that will be in the marquee and the arena over the festival weekend...

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Hastings 100



Festival of



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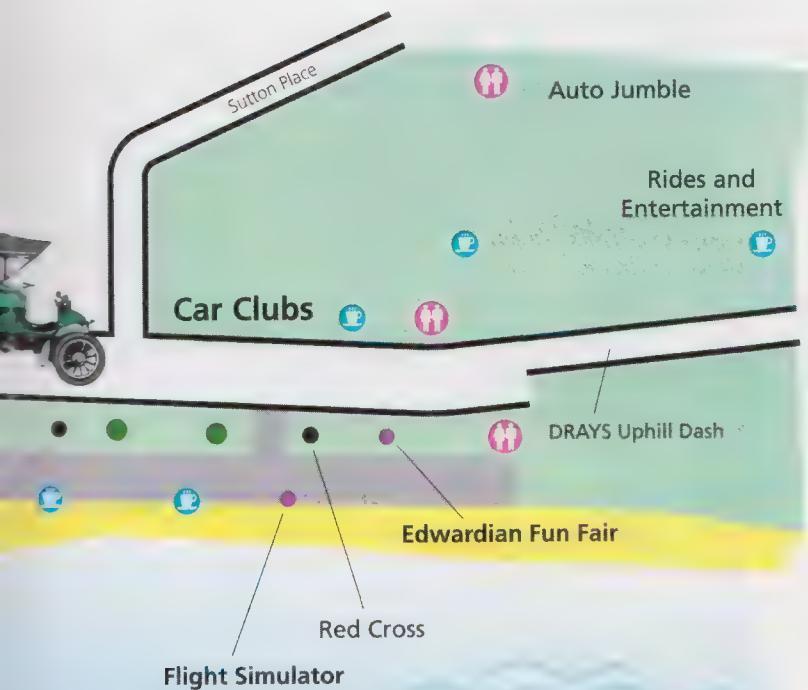


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Mr R M Green MSc MPhil FAAO FCOptom
Mr D J Elliott BSc (Hons) MCOptom

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Bexhill-on-Sea
Telephone:
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"This year, as you are all no doubt well aware, is the 100th Anniversary of The Bexhill Races — now known as the Bexhill 100.

For myself I have been a Director from the first rally. Originally "The Gang of Six" as we became known, consisted of Sheila Milligan (the late Spike Milligan's wife), Brian Storkey, Brian Hazell, Keith Wallace and Derek Smith, plus of course Yours Truly — a post I am still proud to hold. The first Rally was a star studded event with Spike Milligan riding with me on the 1904 Mercedes, Barbara Windsor rode with my son Karl in his 1907 Corbin, Barry McGuigan rode in the 1905 Stars Gordon Bennett Race Car, the world renown Snooker Commentator 'Whispering' Ted Lowe rode in the 1926 Delage with David



Above: Spike Milligan right with Paul Foulkes-Halbard.

Burgess-Wise. David Burgess-Wise wrote the first ever article on my 1898 Orient Express in *Old Motor Magazine*. My son Karl drives this car regularly in the London to Brighton Run, an event I have driven no less than 38 times!

To me other highlights of Bexhill over the years have been the jet dragster blasting off along the front leaving us all wind-swept and enveloped in clouds of kero-



The Bexhill 100

there's nothing else like it!

**Says Bexhill 100 Director
Paul Foulkes-Halbard**

sene fog. The first public start of my ex Sir Malcolm Campbell Bluebird K3. Raymond Baxter with the Deputy Lt of East Sussex, the late and much loved Cllr Ivor Brampton, unveiling the obelisks in 1994.

After some years Keith Wallace handed over to Malcolm Mitcheson who gave us a much appreciated grasp of corporate affairs, and of course one could not forget those unsung heros, Ken Pope and Ian Howell, who have been right with us all the way. To all the others, too numerous to mention, who have given their time so freely, to all and singular, hearty greetings, and a big, big thank you.

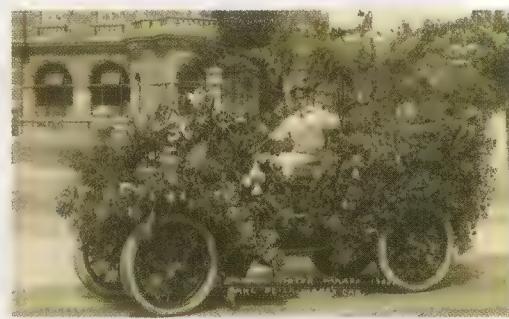
Now I can hear you saying, but what about Bluebird K7, late of Coniston? He promised us a statement last year — well here it is: "After a period of mature consideration and contemplation, I decided to give the Estate of the Late Donald Campbell a Consent Order". This, I think, says it all, and now we must wait to see what may develop. It had become my belief that the boat and the body of Donald Campbell belonged together and hopefully that is what may happen.

Meanwhile, work is going ahead steadily at Filching Manor on Bluebird K3, which as now had over 6,000 hours of work expended on it. Just so we do not run out of work, we are doing an engine recondition

Pictured left: Earl De la Warr in a Lanchester, Bexhill on Sea. Photo by Emil Vieler, Imperial Studio, Bexhill on Sea. Paul Foulkes-Halbard Collection.

on the 1926 3 litre Bentley. This is its first engine rebuild since I put it together in 1967 and you can imagine my amazement at being quoted more for four pistons than the whole car cost me. We are also fitting a new camshaft, and have reconditioned her original block. It should now be good for another 35 years. Bentley guaranteed for life 'not the life of the car but of the owner'. Other work still in progress is the rebuild of Fangio's Alesso. We are also restoring the engine of the 1920 Sunbeam motorcycle, and of course the 8 valve Indians.

Brian Hazell asked me if I could find some pictures from the original Bexhill Races — so here are a pair of very evocative ones. The first one is by Emil Vieler of the Imperial Studio, Bexhill on Sea and depicts the Bexhill Motor Parade of 1905 showing Earl De La Warr's flower



Earl De la Warr's flower decked car at Bexhill in 1905

decked car. The other picture by the same photographer shows a 1902 Lanchester Registration number AP 135 with two top hats gentleman — the one on the right I suspect being Earl De La Warr but just imagine going motoring racing in top hats today. Very horsey. Times change — courage my friends ever onwards. Cherish your time at Bexhill — there's nothing else like it"

Paul Foulkes-Halbard FRSA, FCL
— Director, Bexhill 100 Ltd

Pictured below: 1937 Bluebird, breaking the world record in 1938





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Lucky Strike

Busking away at this year's Bexhill 100 is local band Lucky Strike who will be playing their special brand of raw rock'n'roll and rockabilly.

If you want to locate them, just look for the crowds of rock'n'rollers and American cars! The band features Gav on slap bass, Shakey as vocalist, Pete on drums and Dave on guitar.

Details of the band on www.luckyStrikeband.com. Not to be missed!



The car is THE fastest accelerating vehicle in the world, 1-100mph in 0.8 of a second!

It has more power than eight formula one cars – 6,000 bhp! It covers the standing start quarter mile in under five seconds at over 300 mph! The driver is Darryl Bradford from right here in Bexhill and this year he will be competing in the FIA Top Fuel Dragster division all around Europe. The car itself is a 35 feet long land-locked missile that catapults

Top Fuel Dragster

him off the line with up to 6gs on launch and then 6 negative gs as he deploys the twin parachutes to slow down. Drag racing is the most spectacular friendly motor-sport as you get to see the whole race and gain free access to the pits to watch the talented crews working on the cars. The team has been brought to Bexhill this

weekend by Megabowl and wish everyone an enjoyable time. But don't forget to put your fingers in your ears because 6,000 bhp is *earth tremblingly loud!*



Black Hawk Down

Thanks to the sponsorship from **Inspirations** Exhibition and Display Equipment Manufacturer, we are really lucky to have secured Helicopter stunt pilot Dennis Kenyon for this year's show.

Dennis was one of the stunt pilots in the recent highly acclaimed film "Black Hawk Down" flying an MH4 gunship, (if you have seen the film – Dennis was flying "Little Bird Two") alongside four Sikorsky Black Hawks.

Providing two stunning displays each day at the Bexhill 100 Dennis will be flying his three seat helicopter which is a Schweizer 300C. Originally produced by

the Hughes Tool Company at Culver City, California, the type then known as the Hughes TH55 was extensively used in a military training role at Fort Rucker, Texas. Over 3,000 models have been made. The 300 is considered by many pilots as the world's finest "ab initio" trainer.

In 1993 Dennis won the World Aerobatic Championships in an Enstrom Shark. During his displays, timed for 1.15pm and 4.45pm on both days of the show, Dennis will be incorporating many of the manoeuvres he used to win that championship.

Thank you once again to **Inspirations** for generously sponsoring this display.



For all your marketing and display needs see **Inspirations'** advertisement on page 39

Napier L48 Recreation

The famous Samson L48 was shown in June 1904 and was Napier's first 6-cylinder racing car.

It was built for the 1904 Gordon Bennett race. It was later fitted with an even larger engine of over 20 litres (when it was named "Samson") and, with this engine, took the British half mile record at 119.34 mile an hour. This famous car attended many events and achieved numerous records, including the World Land Speed Record at Daytona Beach in the USA in 1905 with the original engine at a speed of 104.65 mph over the measured mile.



The record breaking first engine from L48 was sold in 1908 to Australia's Cornwall Brothers who used it in their record breaking speedboat Nautilus 2 which was specially built by the brothers

to house the L 48 engine and with it won many races including the E.C. Griffiths Cup in 1914 and 1915. It was the fastest boat in Australia in its day, even against imported competition.

The engine from Sansom remained in Australia apparently ignored in the Cornwall Brother's pottery factory for around 34 years until discovered in 1950 by Bob Chamberlain, the wealthy industrialist. Chamberlain bought the engine, originally with the idea of cleaning it up and displaying it at one of his factories. Not until 1977 did Chamberlain begin the daunting task of actually recreating L48. Using original drawings, photographs and

his company's enormous engineering facilities he recreated the car to its 1908 specification, when it raced a Brooklands with the 15 litre engine.

The rebuilt engine first started in July 1982, instantly with no problems. The first demonstration

Napier L 48 Recreation.
(Later known as Sansom)
1904.

15 litre, 6 cylinder
overhead inlet and side exhaust valves
Copper tubes used for engine cooling
240 B.H.P. (as restored) at 2,300 R.P.M.
2 Speed Gearbox.

run was on 8 September 1982 at the Sandown Racetrack prior to the running of the Castrol 400. On 22 April 1983 Samson was taken to the Mangalore Air-strip and the Vintage Drivers Club provided timing equipment. There, driven by Tony Gaze and Bob Chamberlain the Napier reached 100 mph. In 1983 the car was taken to Donnington and was demonstrated at the famous Brooklands track. The car was sold in 1993 at Sotheby's Auction in Melbourne and was purchased by Peter Briggs for display in his York Motor Museum Collection. The recreation had reportedly been costed at around \$400,000 taking into account time and materials and the need to cast many components from scratch.

The York Motor Museum was invited to exhibit the Napier in the special class for important racing cars produced pre World War I in the famous Pebble Beach Concours d'Elegance in September 1999. This is like a nomination for an Academy Award in the Vintage car world as only 221 entries are accepted from around the world. Samson starting first time and drove under its own power to the Concours site along public roads. There, dressed in period costume, Peter and Robin Briggs actually won an Oscar as the Napier was awarded the Automobile Quarterly Prize for the most historically significant car in the event.

May we express our thanks to Peter Briggs for kindly allowing us to see this magnificent car at our Festival and also to the driver David Ayre for kindly agreeing to bring it to our event.

St John Ambulance – Bexhill Adult Division

Early indications are that St John Ambulance Bexhill was formed in late 1901.

However the earliest record is that of the members parading around the town for the Charter Celebrations and also their attendance at the first motor race in Bexhill in 1902.

The present Division consists of 20 members who provided some 2,500 hours of First Aid cover at local events during 2001.

Ambulance transport is another side of the work that the volunteers provide to local residents and nursing homes, they are also called upon to repatriate patients who have been taken ill whilst on holiday.

St John Ambulance does not receive any Government funding and relies on

charges made for providing Ambulance and First Aid Services for its income. These charges do not allow for larger items of equipment or new vehicles. Each Division is responsible for financing itself and this year the Bexhill Division is faced with the task of raising nearly £40,000 to purchase a new four wheel drive ambulance to replace its present one which is nearly 20 years old and is unlikely to pass its MOT at the end of this year. This vehicle is used regularly at off road events and also tows the Major Incident Trailer. This trailer carries a shelter and all the equipment to set up a First Aid post at large events and is also available for use by the Sussex



Ambulance Service at major disasters.

The members of the Bexhill Division are highly trained personnel, qualified to administer medical gases, trained in Basic Life Support and the use of a Heart Defibrillator. This year we hope to have 'Sympathy' one of the original canvas body St John Ambulances on display at the First Aid Post at the Bexhill 100. Please call in and see how the equipment has changed from the early 1900's.

Please support St John Ambulance, if you can help please contact Bexhill Adult Division – Divisional Superintendent Mike Dean on Tel/Fax: 01424 214485.

List of Car Entrants for the Bexhill 100 Festival of Motoring 2002

This list includes the cars that have registered prior to the 14th March (the copy date for the printing of this programme) unfortunately, many cars, particularly the vintage and veteran enter nearer to the event, so cannot be included in this list. Many of the older cars are weather dependent and so only decide at the last minute if the weather will be suitable for them to attend. Thankfully, we have always had a flood of these vehicles attending on the day.

Pre 1900

Trevithick Replica, London Steam Carriage, 1803, Steam Single Cylinder, Q129 RMA. T. Brogden
 Hancock Replica, Enterprise, 1832, Steam Two Cylinder, Q231 RMA. T. Brogden
 Orient Express, 1898, 4 HP, BH 260. P. Foulkes-Halbard
 Peugeot, Type 26, 1899, 970cc, 9706 AP. M. Kent
 Locomobile, 1900, 6 HP, DS 6648. J. Theobald

B 1900 - 1909

Gardner Serpollet, Heavy, 1900, 5 HP, D 5633. R.E. Dale
 Steamobile Steamcar, 1901, L. de L'arbre
 Mors Tonneau, 1901, 15.9 HP, RAC 1 Royal Automobile Club
 Serpollet Easter Egg Replica, 1902, 8/10 HP, BXM 832. J. Theobald
 Oldsmobile Curved Dash Model R, 1902, 1600cc, CSK 409. P. Clarke
 Wolseley Tonneau, 1903, 10 HP, DO 54. W.J. Hughes
 Oldsmobile Curved Dash, 1903, 1664cc, BS 8069. N. Bacon
 Locomobile Style 5, 1903, 8/10 HP, DS 8339. J. Theobald
 Vauxhall 1903 5HP, BS8213. Hastings Direct
 Napier Sansom, 1904, 16000cc, A 9834. P. Briggs
 Oldsmobile Curved Dash, 1904, 1931cc, BS 8187. J.E. Lunnon
 Mercedes Racing 70 Hp, 1904, 9250cc, CRR 468. P. Foulkes-Halbard
 Renault Roi Des Belges, 1904, 24 HP, IO 117. P. Foulkes-Halbard
 Corbin Raven, 1907, 5000cc, DS 6650. P. Foulkes-Halbard
 Stanley R, 1909, 20 HP, A 333. P.D. Stevenson

C 1910 - 1919

Reo Pickup, 1911, 3HP. L. de L'arbre
 Rolls Royce Silver Ghost, 1912, 7400cc, XH 7396. R. Lockett
 Rover 12 HP, 1913, 1700cc, KT 1333. D. Peters
 Ford Model T, 1915, 2900cc, SV 6538. G. & G. Clarke
 Hudson 6/40 Model G, 1915, 4727cc, LO 5916. N. Bacon
 Le France 4 Seater Racing Car, 1917, 14.5 litre, SV8128. Andrew Morton
 Le France 4 Seater Racing Car, 1917, 15 litre, DS9148

D 1920 - 1929

Morris Cowley Bull Nose, 1923, 1500cc, SY 2076. M. Tomlin
 Panhard Laussor, 1924, 7000cc, VK 4042. R.J. Hill
 Rolls Royce 20 Hp, 1925, 3100cc, XS1424. M. & N. Hughes
 Vauxhall OE-Type 30/98, 1926, 23.8 HP, NT7797. Hastings Direct
 Rolls Royce New Phantom I, 1927, 7680cc, DS 8777. J. Poskett
 Lagonda 16/65, 1927, 2931cc, NF 7381. R. De Garston
 Humber 90, 1927, 1000cc, PK5404. G. Griffin
 Peerless 680 Landau, 1927, 35 HP, SV 8200. R. Wanmer
 Ford A, 1928, 3300cc, SV 8431. R. Urry
 Singer Junior, 1928, 998cc, PH8580. D. Edworthy
 Grannie Shelsley Special, 1928, 1000cc. G. Clarke
 Austin Heavy 12/4, 1928, 1911cc, TX 5765. G. & G. Clarke
 Singer Senior, 1929, 1600cc, UN 1729. B. Walton
 Riley 9 HP, 1929, 1089cc, MY 1326. E. Wilmott

E 1930 - 1939

Austin Ulster, 1930, 750cc, VX 7796. I. Mason-Smith
 Rolls Royce Phantom II, 1930, 27000cc, GH 5803. R. Beech
 Jowett Long 2, 1930, 802cc, VO 4165. D.H. Mitchell
 MG M Type, 1930, 847cc, GO 1427. J.D. Marriott
 Rolls Royce Phantom II, 1930, 7686cc, YC 9686. A. Berry
 Aston Martin International, 1930, 1499cc, GH4093. T. Lee
 Rover Weyham Pilot, 1931, 1670cc, EV5083. C. Boyer
 Lagonda Low Chassis Speed Model, 1931, 2000cc, KY 514. N. Sassoone
 Morris Ten, 1932, 1292cc, VO 8836. J.L. Gardner
 Bentley Rolls, 1933, 4500cc, AUU 3. D.R. Wheeler
 Austin 16/6, 2249cc, ASH275. Keith Laidlaw
 Riley Kestrel, 1934, 1056cc, TG 7692. A.G.T. Bluden
 Morris Oxford Six, 1934, 16 HP, JO 9231. F. Hayter
 Morris 10/6 Sports Special, 1934, 1378cc, AUF 319. C.E. Kent
 Austin 16/6 Open Road Tourer, 1934, 6 HP, AXO 364. J. & P. Creasy
 Range Rover 20/25 Sports Saloon, 1934, 3600cc, FA 5625. B. Copleton

B.S.A TW 34-1, 1934, 1021cc, JX 1726. M. H. Brockwell

Austin 10/4 Litchfield, 1934, 1100cc, JB 4984. G. Griffin
 Austin Seven Box, 1934, 750cc, JH 7092. D.E. Barnes
 Austin 10/4 Deluxe, 1934, 1125cc, BKK 867. D. Lawrence
 MG PB, 1935, 937cc, BFY 912. P. Hudson
 Austin Sports Ripley, 1935, 1100cc, ESU 800. J.D. Chatfield
 Austin Ripley, 1935, 10 HP, BYP 286. I. Garner
 BSA TW35-10 Three wheeler, 1935, 1021cc, BNC 587. V.G. Truluck
 Bentley Derby 3.5, 1935, 3669cc, CLA 811. R.A. Usher-Sparks
 Triumph Southern Cross, 1935, 1232cc, BLX 454. C. Mellor
 Morris Eight, 1935, 885cc, JSU717. C. Campbell
 Austin 7 Ruby, 1936, 885cc, CYN157. S.G.J. Gabriel
 Austin Seven, 1936, 747cc, GM 2779. D. Homewood
 Jowett Jason, 1936, 1166cc, CKR 321. A.R. Benewith
 Austin Sherbourne, 1936, 10 HP, BPX 705. R.W. Kelly
 Austin Ascot, 1936, 1535cc, AHR 225. M. & N. Hughes
 Wolseley 12, 1936, 12 HP, RD 8382. R. Wanmer
 Austin 10/4 Cambridge, 1936, 1000cc, PSK 146. T.J. Foster
 Austin Ruby, 1936, 747cc, DVW 835. L. Konyan
 Morris 8 Series I, 1937, 918cc, DKT 514. S. & M. Kitchen
 Morris Series II 8, 1937, 902cc, GPA 316. W.H.G. Plumbridge
 Jaguar SS 2.5 ltr, 1937, 2500cc, EGO 230. T. Williams
 Austin Ruby, 1937, 750cc, BUU 684. K. Leverington
 MG VA, 1938, 1500cc, SSL 180. J. & P. Creasy
 Armstrong Siddeley 14 HP / 6 Light, 1938, 1600cc, CNG 651. P.T.M. Blair

Alvis Silver Crest, 1938, 2500cc, EYE 939. M. Boyd & E. Fisk

Morris 8 Series II, 1938, 918cc, FF5325. M. Hunt
 Standard Flying 10, 1939, 1621cc, LHX 912. J. Hollman
 KdF Handmag Type 13 - H Streamline, 1939, 1131cc. B. Shaill
 Morgan MX2 Super Sports 3 Wheeler, 1939, 997cc, ESM 458. G. Buswell

F 1940 - 1949

Jowett Bradford C.B., 1946, 1005cc, EX6611. A. Horner
 Jaguar Mk II, 1946, 1500cc, JUG 900. P.D. Tormey
 Morris Eight Series E, 1947, 918cc, GSK 786. B. Bennett
 Standard Flying 12, 1947, 1600cc, JMA 35. C. Sumpter
 MG TC, 1947, 1250cc, SMV 803. S. Fielder
 Jaguar MK IV 1.5 ltr, 1947, 1800cc, JGH 70. I. McKenzie
 Triumph 1800, 1947, 1800cc, KHY 117. T. Mistry
 Morgan 4/4 Series I Drophead Coupe, 1948, 1267cc, DEA 760. G. Stemp
 Triumph Roadster, 1949, 2088cc, JTG 61. J. Hardy
 MG Y Type, 1949, 1250cc, UMG 24. M. Kellaway
 Daimler DB18, 1949, 2500cc, KNF 686. J. Daniels
 Range Rover Rebuild, 1973, 2509cc, JKN 357L. J. Ash

G 1950 - 1959

Land Rover Series One 80, 1950, 1595cc, LLT 192. P. J. Newland
 Healey Silverstone, 1950, 2443cc, HCJ 210. B. Cakebread
 Talbot LGO Baby, 1950, 2795cc, VSJ 240. C.W. Goodwin
 Triumph Renown, 1950, 2088cc, KON 928. G. Phillips
 MG TD, 1951, 1250cc, HFW 403. T. Yates
 MG TD Mk II, 1951, 1250cc, XSY 104. J.W. Adams
 Triumph Renown Razor Edge, 1951, 2088cc, AJK 167. R.J. Mower
 MG TD, 1952, 1250cc, PSY 972. G. & M. Neville
 Jowett Jupiter Sports, 1952, 1500cc, OWA 845. J.M. Hodgkinson
 Standard Vanguard Phase Ia, 1952, 2088cc, FSL226. J. King
 Healey Tickford, 1952, 2443cc, OTB 333. C. Geary
 Standard Vanguard 6 Seater Saloon, 1952, 2088cc, MVC 839. W.E. Dove
 Morris Minor Split Windscreen, 1952, 1098cc, PHU 507. L. Hess
 MG YB, 1952, 1300cc, UMG 662. T. Vernal
 Bentley R Type, 1953, 4500cc, PKR 357. A. Sutton
 Austin A30, 1953, 1098cc, OLK 789. B. & D. Meech
 Jowett Javelin, 1953, 1486cc, YG 5482. I. Roxborough
 Austin A70 Hereford Countryman, 1953, 2200cc, RTF 333. P. O'Brien
 Daimler Conquest, 1953, 2500cc, GRG 27Y. C. Haynes
 Austin A30, 1953, 803cc, YFO 112. R. Broomfield
 Vauxhall Velox E Series, 1954, 2262cc, XPA 615. R. Wanmer

MG TF, 1954, 1250cc, KVA241. P. Godden

Jaguar Mk1, 1955, 3422cc, OVS 512. M. Hancock
 Fiat 500c, 1955, 570cc, GCH 813. J.P. Watts
 Morris Minor Series II, 1955, 803cc, RYU 111. J. Evans
 Ford Popular, 1955, 1172cc, UBP 646. G. Ades

MG A, 1956, 1500cc, FXG 953. B.W. Tofts

Morris Minor Split - Screen, 1956, 803cc, VSL 168. J. Andron

Morris Minor, 1956, 948cc, 940 CPJ. P.T.M. Blair

Vauxhall E Series, 1956, 2200cc, 633 BPB. S. Godden

Austin A 30, 1956, 803cc, 328 JMD. M.H. Wilson

Vauxhall Velox E Series, 1956, 2262cc, 484 ALK. J. Ainsworth

Morris Oxford, 1957, 1800cc, 848 KMU. D. Wilson

Daimler SP250, 1957, 2500cc, FLH 629. R. Jacobs

MG A, 1957, 1770cc, PFD 304. M. Roy

Triumph TR3, 1957, 1997cc, ESL 237. B. Linfoot

Austin Metropolitan, 1957, 1500cc, JSL 431. G. & J. Simcox

Land Rover 88", 1957, 1997cc, FLD 80C. T. Adams

Elva Courier, 1957, 1998cc, ULH 733. B. Stern

Jaguar 3.4 Mk I, 1958, 3400cc, 56 BTY. T. Van Den Dyk

Jaguar 3.4 Mk II, 1958, 3442cc, RUX 46. D. Lilley

Rover P4 75, 1958, 2230cc, 6827 NO. D.G. Peters

Austin A35, 1958, 948cc, WSK 999. I. Castro

Ford Prefect 100E, 1958, 1172cc, 818 PMV. B. Lawrence

Elva Courier, 1958, 1950cc, VGN 111. J. Playfoot

Austin Healey Sprite Mk I, 1958, 948cc, 575 GPA. N. & L. Radford

Rover 90 P4, 1959, 2600cc, MSL 307. L.A. Shaw

Morris Minor Traveller, 1959, 948cc, 3819 N. T.S. Blackman

Jaguar XK 150s, 1959, 3800cc, BS 150. D.H. Neal

Triumph TR 3A, 1959, 2138cc, 260 EPW. S. Fraser

Singer Gazelle, 1959, 1500cc, TJG 121. K.T. Pinnock

Humber Super Snipe Series I, 1959, 2651cc, RIG 191. J.A. Hodkin

Armstrong Siddeley Star Sapphire, 1959, 3999cc, XKV 716. P. Finigan

Armstrong Siddeley Star Sapphire, 1959, 3999cc, YLC 94. K. Robinson

Jaguar XK 150, 1959, 3800cc, 700 EHU. G. Small

Rolls Royce Silver Cloud, 1959, 7998cc, 456 YVC. C. & X. Ferrier

Peerless GT Phase One, 1959, 2300cc, 8583 BP. N. Cluley

Jaguar XK 150 S, 1959, 3800cc, YLO 599. J. Martin

Sunbeam Talbot, 1965, 2267cc, XHW 748. I. Mills

H 1960 - 1969

MG MGA Roadster, 1960, 1800cc, UPO 929. J. Hall

Morris Minor Traveller, 1960, 948cc, 956 STF. R. & P. Coles-Hedges

Morris Convertible, 1960, 948cc, WNJ 724. R. & P. Coles-Hedges

Austin Mini, 1960, 850cc, 1356 MC. J.A. Crowther

Sunbeam Rapier Series 3, 1960, 1500cc, 61 AXT. M. Smith

Ford Consul, 1960, 1703cc, 802 XPL. L.J. Gibbs

Messerschmitt KR200, 1960, 191cc, YNF 256. M. Rogers

Mercedes 190 SL, 1960, 1900cc, 155 AXM. P. Ross

Morris Minor Traveller, 1961, 1098cc, 131 NOU. R.J. Spiers

Daimler Daimler, 1961, 4600cc, 453 DVY. J. Whitney

Ford Zodiac, 1962, 2600cc, ESL 598. S. J. Theobald

Daimler SP250 Dart, 1962, 2500cc, 440 AXE. R. Hearn

Ford Anglia 105E, 1962, 998cc, BAS 102. M. Kellard

Ford Capri Classic, 1962, 1500cc, WJY 82. C. Humphrey

Jaguar Mk II, 1962, 2400cc, 2471 WK. B. Larkin

Triumph Herald, 1962, 1200cc, XKO 858A. K. Raine

Austin Mini, 1962, 850cc, MHC 606. I. Raw

Alvis TE21 Series III, 1963, 2993cc, MLM 289. A. L. Foy

Triumph Herald, 1963, 1250cc, LKE 241. B.C. Thilwaine

Humber Super Snip Series 4, 1963, 2995cc, 5897 VB. A. Coleman

Austin Mini, 1963, 998cc, LHC 166. J.L. Gardner

Ford Capri GT, 1963, 1500cc, 288 SJH. R. Baker

Morris Traveller, 1963, 1098cc, UFX 234. A.G. Rolls

MG B Roadster, 1963, 1769cc, 517 BOO. R.C. Cleveland

Ford Consul Capr, GT 116E, 1963, 1500cc, 358 HYV. J. Crosby

Jaguar Mk II, 1963, 2483cc, XKP 662A. J. Groves

continued on page 301

Humber Super Snipe, 1963, 2965cc, 821 K.N.M. D. Bruce
 Austin Mini Traveller, 1963, 850cc, 346 C.W.C. J. Payne
 Renault Dauphine, 1963, 845cc, 860 W.F.K. S. & M. Kitchen
 Vauxhall PB Cresta, 1963, 2651cc, XWC 888. T. Newlove
 Rolls Royce Silver Cloud III, 1964, 6230cc, JML 5898. C. Gannon
 Ford Cortina Mk I, 1964, 1600cc, LKE 3268. R.P. Judd
 Morris Minor 1000, 1964, 1098cc, EPB 6048. S. Gibbs
 Rover P5, 1964, 2995cc, FPU 451B. J. Hopkins
 Hillman Imp Deluxe, 1964, 875cc, AMW 568B. A. Trueman
 Ford Zephyr 4, 1964, 1703cc, ARV 96B.R. Baldwinson
 Vauxhall VX 4-90, 1964, 1594cc, KME 909B. P. Coulson
 Fiat 500, 1965, 650cc, EGN 334C.K. Coombes
 Vauxhall Victor FB De Luxe, 1965, 1594cc, LMV 576C. P. Turner
 Morris Minor 1000, 1965, 1000cc, ENJ 170C. M.B. Hallett
 Triumph Herald 1200, 1965, 1147cc, BBY 248. P. Rhodes
 Triumph Herald, 1965, 1300cc, BTM 265C. N. Maxfield
 Humber Imperial, 1965, 3000cc, DKT 532C. B.L. Jones
 Fiat 600 Multipla, 1965, 767cc, JGU 279C. T. Lewis
 Ford Anglia 105E, 1965, 997cc, HYE 922C. G.G. Spong
 Morris 1000, 1965, 1000cc, LPP 771C. R. & W. George
 Jaguar Mk II, 1965, 3442cc, JPH 881C. H.K. Lawford
 Morris Minor, 1965, 1098cc, FPP 110C. D. Edwards
 Sunbeam Tiger, 1965, 4260cc, DKP313C. R. Payne
 Elva Courier Mk 4, 1965, 1800cc, EFU 419C. N. Young
 Ford Anglia Deluxe, 1965, 997cc, DUF 578C. G. Solomon
 MG Midget, 1965, 1275cc, DYY 777C. L. Bingham
 Austin Mini Coopers S Mk I, 1965, 1275cc, HLT 707C. S. McCorry
 Austin A40 Mk II Countryman, 1965, 1098cc, DWP 672C. D. Palmer
 Morris 1000 Minor, 1965, 1098cc, GUU 246C. D. Barr
 Jaguar Mark 2, 1966, 3800cc, FRD 542D. R. Fellows
 Triumph Mk I 2.5 PI, 1966, 2498cc, RNK 592D. N. Gair
 Citroen DS21, 1966, 2100cc, CRV 52. C. Vyse
 Ford Anglia Super Saloon, 1966, 1198cc, LGK 939D. A. Goodsell
 MG GT, 1966, 1800cc, HPM 212. D. A. Lawrence
 Triumph TR4a, 1966, 2183cc, KHO 722D. C.R. Neve
 Morris Cooper, 1966, 998cc, 245 W.K.T. M.J. Bell
 Jaguar Mk 10, 1966, 4200cc, I HPO. C. Frier
 BMC Princess Vanden Plas, 1966, 3907cc, KYN 291D. D. Walsh
 Humber Series IV Hawk, 1967, 2267cc, YJH 259F. M.D. Tame
 Rover T/C, 1967, 2000cc, PPC 414E. D.M. Reakes
 Jaguar E Type Series I, 1967, 4235cc, HVM 725F. I.L. May
 Morris Minor Traveller, 1967, 1098cc, RGN 385F. R. Cheale
 Triumph Herald 12/50, 1967, 1147cc, NYE871E. P. Rozier
 Wolseley 6/110 Mk II Police Car, 1967, 2912cc, HGV 382E. W. & B. Parkhouse
 Vanden Plas Princess 1100 Mk I, 1967, 1098cc, RLM 290E. E. Daniel
 Singer Chamois, 1967, 875cc, NYH547E. D. Couldry
 Jaguar E Type, 1967, 4235cc.
 OBP 34E. G. Heritage
 MG B Mk I, 1967, 1798cc, ONP 666E. G.A. Dent
 Triumph Vitesse, 1967, 2000cc, MAO 429E. G. Cornell
 Daimler 250 V8, 1967, 2548cc, SLC 235F. J.E. Cove
 Sunbeam Tiger, 1967, 4997cc, HWG 888E. B. Hunt
 Vauxhall Cresta, 1967, 3300cc, SLR 361F. A. Waite
 Rover P6, 1968, 2000cc, GRD 547G. R. Libbeter
 Triumph Vitesse, 1968, 1998cc, LAG 909F. L. Fifield
 Triumph 2000 Mk I, 1968, 2498cc, THY 500F. A. Ellis
 MG MGC, 1968, 2992cc, OKH 243F. P.G. Glegg
 Morris Minor, 1968, 1098cc, UMU 354F. T. Lucas
 Mini Mk II Cooper S, 1968, 1275cc, KHG 400G. T. Davies
 Aston Martin DB6, 1968, 4000cc, MUF 681F. I. Llewellyn-Jones

Ford, Cortina Mk II, 1968, 1600cc, MKK 682F. E. Hadlum
 Morris Minor Convertible, 1968, 1098cc, UMU 350F. I. Griffin
 Singer Auto, 1968, 1725cc, WGP 680G. G. Griffin
 Austin Mini, 1968, 850cc, XHV 465G. S. Williams
 Austin Mini Cooper, 1968, 998cc, MUF 612F. J. Payne
 Triumph Soft Top, 1968, 1360cc, SNI 39G. H.D. Jones
 Fiat 124 Sports, 1968, 1500cc, OKJ 149F. G. Conte
 Austin Healey Sprite, 1968, 1275cc, VUU 347G. M.S. Hayes
 Hillman Husky, 1968, 875cc, XLY 828G. D. Couldry
 Morris Mini, 1968, 998cc, PPM 396G. A. & S. Coomber
 Renault Caravelle, 1968, 1108cc, RCD 165G. F. Parker
 MG Midget, 1969, 1275cc, YYR 253H. C. Taylor
 Daimler 420 Sovereign Saloon, 1969, 4235cc, VYX 485G. W.E.O. Curtis
 Jaguar E Type Series II 2+2, 1969, 4200cc, WLK 661G. J.M. Phelan
 Wolseley Hornet, 1969, 998cc, WPK 291G. A. & S. Coomber
 Morris 1800 S Mk II, 1969, 1798cc, VAE 532H. G. Juster
 Wolseley 18/85 Auto, 1969, 1800cc, MAR 585H. G. Howard
 Ford Cortina, 1969, 1600cc, CPK 800H. D. Gantlett
 Volvo Amazon, 1969, 2000cc, DOY 67J. T. Garner
 Morris Mini Mk II, 1969, 850cc, FJK 689G. D. Bendall
 Vanden Plas Princess 4 ltr, 1969, 3903cc, HKE 733D. D. Brown
 Morris Minor Saloon, 1969, 1068cc, KAR 779G. J.A. Tuck
 Austin Healey Sprite, 1969, 1275cc, JBF 678H. A. Neville
 Ford Cortina, 1970, 1600cc, HTW 91H. J. Harold
 Ford Cortina Mk II, 1971, 1598cc, CRR 350J. M. Hamill

I Post 1970

Land Rover Series Two, 1961, 2250cc, XUF 642A. E. Gale
 Jensen Interceptor Mk I, 1967, 6200cc, MYJ 3. C. Cordery
 Ford Escort, 1970, 1300cc, KPK 71J. T. S. & J.C. Barkley
 MG B, 1970, 1800cc, AMO 888J. R. Williams
 Morris Traveller, 1970, 1098cc, XJF 57J. C.O. Turner
 Ford Capri, 1970, 3000cc, FOO 414H. P. & K. Holland
 Triumph Spitfire, 1970, 1296cc, APN31H. B. Larkin
 Volvo Amazon 133, 1970, 1986cc, FMD 42J. C. Long
 Austin Sprite, 1971, 1275cc, WVN 200K. C. Turton
 Rover P6, 1971, 3500cc, FTM 253L. F.G. Eve
 Wolseley 18/85, 1971, 1800cc, MFM 824J. N. Debenham
 MG Midget, 1971, 1275cc, EGP 290J. L. Fuller
 Marcos Coupe GT, 1971, 3000cc, BOU 688K. L. Mills
 Sunbeam Rapier Fastback, 1971, 1725cc, BNJ 467K. D. Tourle
 Peugeot 304 Coupe, 1971, 1288cc, YSG 967K. M.J. Smith
 MG B, 1971, 1800cc, EKP 272K. D. Bushell
 Ford Capri 2000 GT, 1971, 2100cc, JYU 793K. C. Farrell
 Triumph TR6, 1971, 2498cc, KMX 446K. P. Brown
 Mini Limousine, 1971, 1300cc, TNB 9K. C. Hyland
 MG B, 1971, 1800cc, PBP 699K. D. Smith
 Vauxhall Firenza, 1971, 1800cc, HPB 142K. M. Cheesemore
 Rover P6B, 1971, 3500cc, HKE 853K. P. Chambers
 Wolseley 4 Door Saloon, 1972, 2227cc, SDY 230L. J. Parsons
 Opel Manta SB Coupe Model A, 1972, 1900cc, HPN 363L. D. Battrick
 MG Midget Mk III, 1972, 1275cc, MHC 659L. C. Raby
 Jensen Interceptor Mk II, 1972, 6200cc, 5 OHY. C. Cordery
 Triumph Spitfire, 1972, 1300cc, UGR 949K. S. Gamage
 MG Midget, 1972, 1275cc, VCF 362K. P. Fitzgerald
 Leyland Mini, 1972, 848cc, KYP 781K. G. Ades
 Triumph 1500 FWD, 1972, 1493cc, MJX822L. M.D.A. Newbury
 Ford GT40, 1972, 5700cc, NHJ 814J. W. Smith
 BMW 2500 A, 1972, 2500cc, NBN 191L. C.M. Winstanley
 Volkswagen Camper Type 2, 1972, 1600cc, OJM 521L. J. Thornton
 Ford Capri GT, 1972, 3500cc, LMG 857K. D. Tyre

Hastings Youth Jazz Orchestra (HYJO) is a local youth big band based in Hastings, consisting of young musicians from schools and colleges in the area. The band was formed to give these young musicians the chance to play big band music from the 1940's to the present day. HYJO is well known locally and is always received with great enthusiasm.

The band has performed at many venues – St Mary's in the Castle, the White Rock Theatre, the De La Warr Pavilion, the Bexhill 100 Festival of Motoring and in Brighton and Eastbourne to name but a few. The band also had an extremely successful tour of the Rhine Valley, Schwerte and Belgium. After three to five years, the young musicians go on to university or

Austin Mini Clubman, 1972, 1000cc, PHJ 170. J.H. Savage
 Jensen Interceptor J Series III, 1972, 7212cc, VNP 147L. H. Chick
 MG Midget, 1972, 1600cc, TBN 565K. G. Thomas
 MG B, 1972, 1800cc, FOI 510. D. & G. Lewis
 Austin 1300 Mk 3, 1972, 1300cc, FKM 746L. R. Amos
 Triumph TR6, 1972, 2500cc, TWE 773L. C. Bridle
 Lotus Europa Special, 1972, 1558cc, PLN 297L. J. Castle
 Vauxhall Firenza, 1973, 2300cc, NBP 330M. A. Bourne
 Mercedes Benz 350 SL Sports, 1973, 3500cc, 118 DP. N. & S. Rowe
 Ford Capri, 1973, 1600cc, EUF 831L. K. Warden
 Wolseley Six Landcrab, 1973, 2200cc, NNJ 501M. T. Tame
 Triumph Dolomite, 1973, 1850cc, RYR 608L. D. Wykes
 Triumph Stag, 1973, 3000cc, NRW 325M. D. Windhurst
 Triumph MI 2.5 PI, 1973, 2498cc, TYR 484M. D. Kirk
 Ford Capri RS3100, 1973, 3100cc, RPU655M. D. Hurst
 Triumph 2000 Mk II, 1973, 1998cc, SLE 853L. D. Brown
 Opel Manta S.R., 1973, 1987cc, SLP 161L. M. Holloway
 MG Midget, 1973, 1275cc, Q436 FLD. P. Sykes
 Volkswagen Type 14 Karmann Ghia, 1973, 1584cc, WHJ 420M. S. Jarvis
 Triumph TR6, 1974, 2500cc, HPY 186N. J. Orme
 Ford Escort, 1974, 1300cc, SRP 665M. T. S. & J.C. Barkley
 Ford Escort, 1974, 1298cc, JLG 398N. K. Bennett
 Rover P6 3500S, 1974, 3500cc, VLK 493M. B. Webb
 Wartburg Knight, 1974, 991cc, GAX 75N. B. Gardiner
 Triumph 2500 S, 1974, 2500cc, HGK 398N. R. Baldwinson
 Volkswagen Beetle, 1974, 1300cc, WGF 65M. G. Brand
 MG B, 1974, 1800cc, SEJ 382M. I.A.D. Langley
 MG BG, 1975, 1800cc, TAJ 422R. P. French
 Ford Consul GT Auto, 1975, 3000cc, HJW 802N. S. Duwell
 Volkswagen Beetle, 1975, 1303cc, HFN 617N. D.J.A. Roberts
 MG BGT, 1975, 1950cc, JFH 952N. S. Clifford
 Triumph Stag, 1975, 3000cc, PAT 587G. K. Wood
 Rover P6, 1975, 3500cc, KNP 336P. J. Tomlin
 Rover P6 3500s, 1975, 3500cc, GYN 263N. M. Moment
 Ford Capri Ghia, 1976, 2000cc, UPM 837S. R. Loxley
 Jaguar 4.2 Coupe Auto, 1976, 4200cc, TG0 562R. G.C. Stevens
 Jaguar XJ6 Series II, 1976, 4235cc, MPG 239P. D. Brown
 Ford Escort Mk II, 1976, 1298cc, RLP 446R. T. Hill
 Triumph Spitfire Mk IV, 1977, 1500cc, LED 1P. L.R.D. Parsons
 Alfa Romeo Spider, 1977, 1962cc, VWD 242S. D.M. Bashford
 Ford Capri Mk II, 1977, 2000cc, SMO 233S. P. & K. Holland
 Triumph Dolomite Sprint, 1977, 1998cc, SJM 258S. B. Gibson
 Morgan 4/4, 1977, 1600cc, FWP 951S. T. Chapman
 Austin Maxi HL, 1977, 1750cc, XGF 929S. M. Cook
 MG Midget, 1977, 1500cc, OSJ 175R. D. Webb
 Triumph Stag, 1977, 3000cc, DFR 999S. M. Butcher
 Leyland Innocenti 120L, 1978, 1275cc, EGY 51T. N. Maxfield
 Triumph TR7, 1978, 2000cc, XLD 384S. L.A. Cook
 Triumph Spitfire, 1978, 1500cc, TOK 45. N. & L. Radford
 Ford Granada Mk II 2.1 Diesel, 1978, 2100cc, A527 HGW. A. Barber
 Vauxhall Royale, 1978, 2800cc, EDL 708V. A.E. Furse
 Mini Estate, 1979, 1098cc, JLW 694V. J. Marschmeyer
 Ford Capri 3.0 S, 1979, 3100cc, ONO 539V. S. Spraggon
 Vauxhall Chevette HSR, 1979, 2600cc, NRS 20W. T. Cobbold
 Reliant Scimitar GTG, 1979, 3000cc, HJO 432V. J. Clement
 Reliant Scimitar GT6, 1980, 2792cc, KPF 550W. D.W. Romaine
 Triumph TR7, 1980, 1998cc, FMD 844V. R. Haffenden
 Triumph Spitfire, 1980, 1493cc, RGY 656X. L. Murphy
 Triumph Spitfire, 1980, 1493cc, FOA 133V. G. Taylor
 Triumph TR7 DHC V8, 1980, 3500cc, OUF 713W. C. Worsfold
 Ford Capri, 1980, 5700cc, STV 6R. S. Browning

college, some to study music as a career. HYJO director, Brian Blake, served in the cavalry as a musician, the last seven years of his service being spent as principal clarinet and saxophone teacher with the junior leaders regiment RAC.

Come and hear them play on both mornings at this year's show.

Hastings Youth Jazz Orchestra

Triumph TR7, 1980, 2000cc, LPC 488W. P. Bridle
 Triumph TR7, 1980, 2000cc, VVG153W. D. Jeffery
 Triumph TR8, 1981, 3500cc, TR V8T. P. Gill
 Ford Capri 2.0s, 1981, 1993cc, LU 950W. K. Harvey
 Ford Capri 2.8 Injection, 1981, 2794cc, VLU 781X. C. Playfoot
 Ferrari 512 BBI, 1982, 5000cc, B981 OVI. A. Sparks
 Ford Granada 2.8 Ghia x Injection, 1983, 2800cc, JWP 19X. P. Whitmore
 Ford Escort, 1983, 1597cc, A191 SFW. J. Satori
 Range Rover Vouge, 1983, 3100cc, JKX 353Y. J. Ash
 Rover Mini Mayfair Convertible, 1983, 998cc, YGX 256Y. M. & J. Middleton
 Ford Granada Injection, 1983, 2792cc, A221 NHK. J. Southgate
 Porsche Carrera 911 Targa, 1983, 3164cc, A683 YOM. G.J. Bickers
 Ford Capri, 1983, 2000cc, ADD 732Y. M. New
 Ford Granada 2.8 i Ghia, 1984, 2800cc, B293 BVW. R. Dean
 Austin Mini, 1984, 1000cc, B407 NYM. A. Askey
 Ford Capri, 1984, 1600cc, A932 VGP. A. Bartlett
 Ford Capri Mk III, 1984, 2800cc, A290 OKM. K. Burness
 Porsche Turbo 911, 1984, 3300cc, 911DT. S. Turner
 Jaguar XJS v12 HE, 1984, 5300cc, A207 CMY. J.T. Mills
 Jaguar XJ12, 1984, 5300cc, A498 JEC. D. Farrow
 Ford Capri, 1984, 5700cc, A184 EPH. B. Singyard
 Ford Granada Ghia, 1984, 2800cc, A3 MRB. E.J. Bragger
 Ford Sierra, 1984, 2800cc, A699 ONG. R.S. Jones
 Citroen 2 CV, 1984, 602cc, A591 DAP. P. Smith
 Ford Granada 2.8i Ghia, 1984, 2792cc, B142 JGX. C. Robinson
 Morgan +8, 1985, 3500cc, B665 UKX. J. Bishop
 Land Rover 90, 1985, 2286cc, B890 DKW. T. & D. Meakin
 BMW 1985, 3430cc, C372 EBW. G. Wells
 Morgan 4/4 4 Seater, 1985, 1600cc, C610 NUF. D.C. Collins
 Maylor 2 Seater Sports, 1985, 1700cc, TTK 496. F.A. Aspinal
 Ford Granada 2.8i, 1985, 2800cc, B246 IRA. W. Galasso
 Ford Capri 2.8i Special, 1985, 2792cc, B865 WNO. D. Murrant
 Ford Sierra Cosworth, 1985, 1998cc, B984 TRJ. S. Payne
 Ford Granada Ghia x, 1985, 2800cc, C866 BYH. G. Taplin
 Ford Sierra Cosworth, 1986, 1998cc, D68 WDP. M. Phillips
 British Leyland Mini, 1986, 998cc, C847 SFG. K.J. & N.M. Wells
 Ford Sierra RS Cosworth, 1986, 1998cc, XKI 1478. M. Coleman
 Naylor TF, 1986, 1700cc, NAY 63. D. & G. Lewis
 Land Rover 110, 1986, 2500cc, C668 VUY. M. Jackson
 Land Rover 110 Estate, 1987, 3500cc, D571 DTS. A. Gale
 Ford Granada, 1987, 2400cc, E391 ENR. C. McLinchley
 Ford Granada Scorpio, 1987, 2800cc, D333 BAA. P. Picknell
 Ford Sierra RS Cosworth, 1987, 1993cc, D250 PPP. N. Elliott
 Ford Capri, 1987, 2800cc, D534 CPA. R. Lawrence
 Ford Sierra Cosworth RS500, 1987, 1998cc, KYC 663D. S. Reed
 Ford 280 Brooklands, 1987, 2988cc, D70 VHC. G. Butler
 Ford Granada Scorpio 4x4, 1988, 2900cc, E998 CTW. A. Bowers
 BMW E30 M3 Evolunon II, 1988, 2302cc, F591 WFX. R. Beck
 Mini Limited Edition Racing Green, 1989, 998cc, F349 JKG. C.E. Turley
 BMW M3 (E30), 1989, 2302cc, F530 NMX. D. Payne
 Ford Granada Mk III 2 ltr Ghia, 1990, 2000cc, G335 FVX. D. Elliott
 Rover Mini Cooper, 1990, 1275cc, H 744 GKE. K.J. & N.M. Wells
 Mini Cooper Racing, 1990, 1380cc, G830 TKL. J. Newton-Edwards
 Mercedes 300 CE, 1990, 3000cc, H808 BOT. P. Clarke
 Ford Granada Scorpio, 1992, 2900cc, K44 JRB. J. Burgess
 Ford Granada Scorpio, 1992, 2900cc, K608 BOH. J. Robinson
 TVR 8 5, 1992, 3947cc, J519 LLW. C. Gilbert
 Morgan +8, 1992, 3900cc, K100 MOG. D. Pike
 Mini Cooper Sports Pack, 1993, 1275cc, L502 CND. A. Shepherd
 BMW 320i 'M' Tech, 1994, 2000cc, H14 MGP. M. Pettit
 Rover Mini Cooper, 1994, 1275cc, L96 EKO. M. Leach

Toyota Supra Mk 4 Twin Turbo Special, 1995, 3000cc, G6 ROE. C.J. Roe
 Rover Mini Cooper S Grand Prix, 1995, 1300cc, LJK 722. M. & J. Middleton
 Morgan 4/4, 1997, 1798cc, P16 MOG. M.J. & P. Elliott
 MG F, 1997, 1798cc, R936 VKJ. N. Kidsley
 Renault Spider, 1997, 2000cc, R787 AOW. R.G. Martindale
 Rover Mini Cooper 131 mpi, 1998, 1275cc, R893 XXK. M. Cumbers
 Mini Paul Smith, 1998, 1275cc, S224 UBL. P. Luke & M. Willard
 Lotus Elise 111S Sprint, 1999, 1800cc, T698 RPJ. J. Carey
 Morgan Roadster 4/4, 2000, 2000cc, GN51 UPH. G.G. Weiner
 BMW Mini Cooper Works, 2001, 1600cc, GB51 FUN. D. Dickenson
 Porsche Boxster S, 2001, 3200cc, L7 DCB. D.C. Brentall
 Subaru Impreza Turbo WRX, 2002, 2000cc, ACZ 678. K. Sumner

American Vehicles

Cadillac Series 62, 1955, 5520cc, DSK 289. T. Vinall
 Cadillac Fleetwood, 1957, 6100cc, HSL 631. J. Simmons
 Cadillac Coupe DeVille, 1958, 6000cc, HVM 874V. D. Spurrell
 Edsel Ranger 4PR, 1958, 6000cc, 887 PSU. T. Brightwell
 Cadillac Fleetwood Sixty Special, 1958, 6000cc, RSU 705. M. Eyles
 Plymouth Belvedere, 1960, 3680cc, FBU 546C. G.R. Upstill
 Chrysler Saratoga, 1961, 6200cc, OSL 168. L. & L. Day
 Oldsmobile Super 88, 1961, 6547cc, BSL 636. L. & L. Day
 Plymouth Fury, 1962, 5200cc, CVG 146F. T. Mills
 Oldsmobile 98 Luxury Sedan, 1964, 6456cc, I NKP. N. Perrin
 Cadillac Sedan DeVille, 1966, 7030cc, SJ1 316F. K. Penzel
 Pontiac Grand Prix, 1966, 6600cc, ABW 53D. A. Blunt
 Buick Riviera GS, 1967, 7048cc, JLT 18K. I. Wykes
 Ford Mustang Mach 1 Cobra Jet, 1971, 5756cc, LBY 427K. C. Penketh
 Plymouth Fury III, 1971, 6000cc, JBY 276J. C. Grantham
 Dodge Challenger, 1972, 5200cc, AUF 146K. T. Mills
 Chevrolet Camaro, 1972, 5700cc, GGN 800N. N. Searle
 Pontiac Trans AM, 1975, 6750cc, JYJ 225N. K. Boniface
 Ford Dayuan, 1976, 5800cc, AOY 185Y. I. Rumary
 Pontiac Firebird Trans Am, 1977, 6600cc, RTP 233S. D. Chesham
 Ford Mustang, 1978, 2300cc, HFG 521T. F. Jones
 Pontiac Trans AM, 1979, 6600cc, WPO 294T. S. Paige
 Pontiac Firebird Formula, 1980, 5000cc, LJH 637W. S. Killick
 Pontiac Firebird T/A, 1982, 5000cc, TIB 6787. K.B. Chisholm
 Ford Econline, 1984, 5000cc, EPG 478B. I. White
 Chevrolet Camaro Z 28, 1984, 5000cc, B184 MKP. P.A. Singer
 Cadillac Eldorado Biarritz, 1984, 4100cc, YVF 110. K. Funnell
 Cadillac Fleetwood, 1985, 4100cc, B542 RLNC. Deacon
 Ford Ranger Pick Up, 1987, 2900cc, D732 DJU. A. Taylor
 Pontiac Fiero, 2 Axle Rigid Body Sports, 1987, 6670cc, D749 VKE. J. Harris
 Pontiac Trans AM, 1989, 5000cc, A462 PAT. P. Kemp
 Chevrolet G20 Dayvan, 1990, 5700cc, G836 FTW. S. Killick
 Chevrolet Corvette ZR1, 1991, 5700cc, H712 EAE. M. Crowther
 Dodge Viper, 1997, 8000cc, S30 D00. R.H. Edmonson

Kit Cars

AC Cobra 427 Replica, 1967, 3500cc, NUV 790E. M.R. Osborne
 Bugatti Type 59 Replica, 1967, 1800cc, WBV 161R. P. Leaney
 SR Cobra V8 Sport, 1974, 4100cc, JYT 31N. P.L. Norris
 Southern Road Craft Cobra Replica, 1975, 3528cc, DSO 102C. I. Scott
 Cobra Dax Cobra, 1978, 57000cc, DAX 10K. C. Bennett
 Lomax 223 Tricyle, 1981, 1299cc, UKN 606J. J. Harmon
 D.R.K 3 Wheeler Sports, 1981, 1100cc, MIL 2346. C. J. Ansell
 Volkswagen Beach Buggy, 1984, 1600cc, Q216 ANJ. G. Koester
 Marcos Sports/Coupe Mantula, 1985, 3500cc, C249 VDD. P.R. Mugford
 AC Cobra Pilgrim, 1989, 3500cc, HFG 852T. J.D. Marshall

Cobra 1990, 2800cc, COO 175T. A. Lobley
 KVA GT40, 1991, 5000cc, Q344 VAF. R. Mills
 Beauford Duesenberg Model J Replica, 1992, 2100cc, BPN 420T. R.N. Blandford
 Hudson Kindred Spirit, 1995, 1300cc, VPU 803W. D. Fielder
 Robin Hood 57 Super 7, 1995, 2100cc, A425 PDE. D. Bastin
 Robin Hood Super Seven, 1997, 2150cc, JAT 774Y. N. Lewis
 Royale Sabre, 1998, 1996cc, J940 AAR. P. Sweeney
 Lomax (Citroen) 223, 1998, 602cc, C426 LBH. K. Beeney
 Sun AC Cobra, 1998, 3000cc, C385YKK. R. Clarke
 BRA CV3, 1999, 602cc, DKK 85Y. J.W. Cruse
 Westfield Megablade, 2001, 919cc, Y924 TCD. C. Newman
 Westfield SEIW, 2002, 1600cc. M. Johnson

Custom Cars

Ford Phaeton, 1934, 3500cc, Q634 GFX. G. Lawrence
 Ford Popular, 1953, 7736cc, 665 RMH. N. & G. Witney
 Ford Popular, 1954, 948cc, OUE 888. N. & G. Witney
 Ford Popular, 1955, 3500cc, RXO 284. D. & H. Graham
 Austin Shortened Roofless Mini, 1972, 1380cc, K149 KLG. D. Butcher
 MBW 320A Pick up, 1980, 1990cc, GWU 123U. T. Winterborn
 Pontiac Grand Prix, 1985, 5000cc, B273 HEW.K. Reilander
 Austin Mini, 1988, 1304cc, E356 JRN. S. Elyes
 Austin Mini, 1988, 1000cc, E892 XJK. L. Thornton
 Audi Coupe Quattro, 1990, 2300cc, G89 TGV. G. Busby
 MG VVC, 1998, 1800cc, S87 KGO. P. McLellan
 Smart Car MKIV, 2000, 600cc, KAZ 2090. C. & K. Ferrier
 Austin 35 Blown Alcohol Altered Dragster, 2001, 5424cc, SO 35. D. & H. Graham

Motorcycles

Haleson Steam Motorcycle, 1903, 208cc, AD336Z. A.E. Emuss
 ABC Skootamoto, 1920, 125cc, HT 1827. A.E. Emuss
 Triumph N Deluxe, 1927, 500cc, RL 6959. B. & D. Meech
 AJS B6, 1931, 349cc, DY 6672. J.P. Walker
 BSA AA Livery, 1953, 600cc, RKD 117. R. Wanner
 BSA Gold Star, 1956, 500cc, HSL 758. F. Wade
 Honda CTR10, 1962, 50cc. K. Theobald
 BSA D7 Bantam Super, 1964, 175cc, CPJ 246B. R. Curtis
 Vespa Super Sport + Watsonian Bambini Sidecar, 1965, 180cc, FPO 165C. M.C. Purseglove
 BSA C 15 Sportsman, 1966, 249cc, SVS 461. P. Palmer
 Triumph Tiger 500, 1970, 500cc, FJY 274J. M. Dickenson
 Norton Commando Roadster, 1972, 750cc, NPC 885L. P. Bradley
 Honda GL 1000 KI, 1975, 1000cc, KLL 837N. J.D. Fielder
 Honda 400 Super Sports, 1977, 408cc, NGK 694R. K. J. Boys
 Volkswagen Trike, 1991, 1600cc, Q762 JKR. D. Bardem

Military Vehicles

Morris Quad and 25 PDR Gun, 1938, 3519cc, URK 559N. D. Carter
 Dodge Carryall, 1942, 3800cc, USU 558. B. Slater
 Land Rover 110 V8 Ex-Military, 1990, 3500cc, G158LWP. T. & D. Meakin

Commercial Vehicles

Dodge Kew, 1930, 3000cc, KJ 3361. K. Styles
 Ford 400E Thames, 1958, 1703cc, MFF 207. D. Hanley
 Truck Ford D Series, 1967, 6 cylinder, SVL120F. M. Cornwall
 Bedford 110 HA, 1969, 1256cc, SIB 3938. G. Walter
 Bus Double Decker, 1970, 9800cc, WUW 527J. M. Cornwall

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We are thrilled at the prospect of having a genuine Formula 1 car running at our event this year. It is planned that Michael Schumacher's Ferrari will be running on Sunday 5th and will remain on display on Monday 6th.

After its appearance at the Bexhill 100 this car will be racing at Brands Hatch in the NDS EuroBOSS Series on 18/19 May. See *Brands Hatch's advertisement* on page 37



Bexhill's Rally Star at the 100



Andrew Coley will be displaying the SEAT Ibiza rally car that he and co-driver Tim Slattery took to 2nd in class in the National Rally Championship last year. The car is in full international rally specification and the crew will be at the 100 all weekend. This year they will be competing in the Pirelli British Rally Championship. Parties interested in sponsoring the team or joining the supporters club can contact Andrew at: ac22ms@aol.com

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Searching Scotland For the Original Owners of SY2076

On holiday in Scotland in 1999 we decided to visit the village of Preston near Duns. This was the home of the Dippie family who were the first owners of the Bullnose Morris Cowley Tourer SY2076. At first no one had heard of any Dippies in the area. We were then directed to the cottage of a villager who, we were informed, knew all about Preston's history. He turned out to be a man in his eighties only too pleased to reminisce about days gone by. He remembered the Dippies well, Thomas and Andrew had been the village blacksmiths and horse dealers. But having no children, on their deaths the line had died out. He pointed out their old home and forge now converted into a bungalow. On telling him that we owned their old Bullnose Morris car, he became very excited remembering it arriving from Dalkeith, there being so few cars in the area at that time. Having no children of their own, the Dippie brothers would take him with them for runs in the Morris. They would never exceed 30mph, and on being passed by another car, he

would urge them to go faster, only to be given the answer "we could go as fast as they but we nae want to damage our car". He pictured them wearing their old army greatcoats, with the collars turned up around their ears. He recalled that Andrew always had his hair cropped very short, one of his sayings being "nae ones going to ruffle my hair". They drove the car around the borders in connection with their horse dealing business. In the early twenties, each year they, with the car, would meet the local Laird at Duns station and drive him around the farms on his estate in the Preston area.

The Dippies retained the car until a garage owner and collector from Ingleton in Yorkshire purchased it, and put it into store. In the 1960's he sold it to one of his friends, Mr Garnet from Hawes in Yorkshire. It was recommissioned by him

and was only taxed for four months

in each of the years 69,

73, 74. During this time it was taken to one or two rallies and the Hawes carnival. It was then put

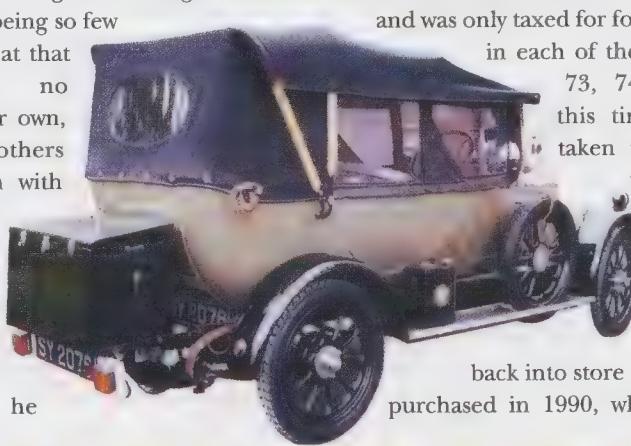
back into store until it was purchased in 1990, when it was



again recommissioned. It was found to be original, the body and chassis being very sound and as new, even down to the floorboards still bearing original serial numbers.

The engine was stripped, alloy pistons, valves, and guides fitted and the clutch recorked. After a respray in grey-green it was once again back on the road. Since then it has given us reliable service and much pleasure. I hope the Dippies would approve of the way we have taken care of their car, and like them, have not damaged it with excessive speed!"

Michael Tomlin, Hartley Wintney



The Haleson Steam Motorcycle

Visiting the show again is the 1903 Haleson Steam Motorcycle, this is the only steam powered motorcycle that runs regularly in the world!

The following is a brief history of this unique motorcycle.

In 1903/04 Mr Joseph Hale of Hanham, Bristol started a project to build a steam powered motorcycle. The engine design is of a style developed by David. T. Smith, a lesser known but important motoring pioneers, who published regularly in the English Mechanic at that time.

The bike was infamous for overtaking Douglas test riders on a local steep hill and accelerating away into the distance! First registered in 1914 it was then off the road from 1917/18 onwards.

The steam generator is 30 metres (100

feet) of steel and stainless tubing heated by vaporised paraffin, producing "instant superheated steam" at temperatures of 800 – 1200 degrees F (425 – 650 degrees C), pressures are up to 1,000 pounds per

square inch, dependent upon the output power required at that instant. The engine is a single cylinder 206 CC, with camshaft driven poppet valves as per IC engines, and has direct belt drive to the back wheel. Keeping the power plant running at optimum conditions is very difficult and time consuming whilst moving!

In 1996, the bike was given an award by The

Transport Trust to modify the engine to make control easier and more economical. In 2001 after much expense and many months of work the project to have a new camshaft and the ability to have expansive steam working was completed.

Many thanks to Mr Emuss for bringing this magnificent motorcycle to the show.

Goddard and Rogers

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THE BIRTH of the Car

This year is the bicentenary of Trevithick's famous pioneering patent, this was the first patent in the world that led to a road going, powered, people carrier working machine being built and offered for sale. Two magnificent, steam powered, working replicas of these early people carriers have been built and will be on running at this year's 100. Very many thanks to Tom Brogden of Macclesfield for bringing these magnificent vehicles to the show.

The London Steam Carriage

During the late 18th century several engineers considered constructing mechanically propelled carriages, which avoided the need for horses.

Horses required a lot of arable land, which could be better used to feed Britain's rapidly increasing population. James Watt the leading manufacturer of industrial steam engines even went so far as to take out a patent on a carriage propelled by a steam engine but he did not pursue the idea, realising that the condensing engines of the time were too heavy for the power they produced to be of practical use in a carriage.

Watt's rival, the mining engineer, Richard Trevithick, was promoting the use of the new "high pressure" steam engines which some, including Watt, considered to be dangerous. Trevithick had developed these to a stage where they were much lighter and more efficient than Watt's engines.

When Watt's patent ran out Trevithick built a prototype road locomotive at Camborne in his native Cornwall and in 1801 he ran this several hundred yards up a hill with several people hanging on to it and whilst they were in a pub celebrating the event this road locomotive set fire to itself and the shed it was in! The road locomotive was destroyed.

Undaunted the following year Trevithick took out a patent for a practical passenger carrying steam road carriage. The patent also described other uses for his new high pressure engines.

The steam carriage was assembled at Felton's carriage works in Leather Lane, London, many of the engine components having been brought in from Cornwall where they were made. On completion the London Steam Carriage was driven about 10 miles through the streets of London to Paddington and back through Islington with 7 or 8 guest passengers, the streets

having been closed to other vehicles. This was the first trip of a self-powered passenger carrying vehicle in the world. During a later trip Trevithick and his colleague crashed the carriage into some house railings. As a result of damage done to the vehicle and the lack of sales the vehicle was scrapped and the engine sent to work in a mill making hoops for beer barrels.

Unfortunately the steam carriage was not a commercial success. Besides being expensive to construct it required two men and a bag of coal to do what a horse drawn vehicle could do with one man and a bag of hay. Trevithick then built the world's first railway locomotive, none of his inventions produced wealth for him and eventually, after a life full of innovation, he died in poverty.

The Replica

Not all of the details of the machine are known but the patent drawings have survived, as have a few other drawings. Information from eyewitness accounts has also been utilised. Although there is no specific drawing of the carriage body, its builder, Felton, published detailed drawings of his horse drawn carriages just before

building the carriage for this machine. These carriages tended to be very similar to a standardised design, which fits the frame in the patent drawings. The replica carriage was constructed to this design but modified to have the door at the front and the seats sideways because there is insufficient room for doors at the side. The boiler design has had to be modified slightly to meet modern safety standards, the principal dimensions and features have been retained but a spring safety valve and sight glass have been added. It says a lot for Trevithick's skill that the new boiler is probably about 100kg heavier than the original for the same performance.

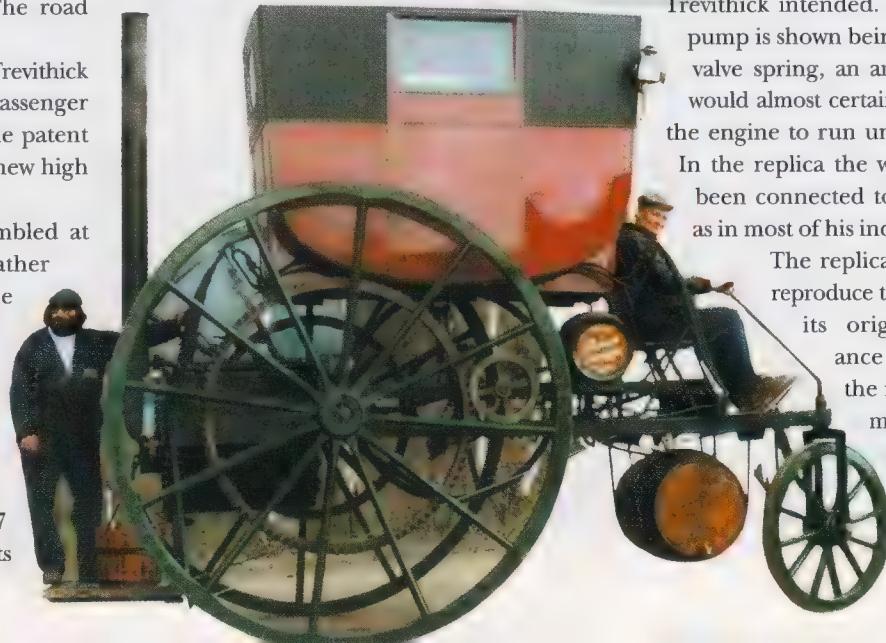
A more effective brake has also been added; there is no drawing for the water tank although the machine clearly had one. Next door to Felton's works was a brewery, hence the use of a beer barrel on the replica.

There are features of the patent drawing that may have been incorporated by Trevithick to put off unlicensed copiers. If the engine is assembled as in the drawing it will only run backwards! Two extra wheels in the valve indexing mechanism to correct the direction of the engine have been added. It is not clear what

Trevithick intended. Also, the water pump is shown being driven by the valve spring, an arrangement that would almost certainly have caused the engine to run unevenly if at all.

In the replica the water pump has been connected to the crosshead as in most of his industrial engines.

The replica is intended to reproduce the machine with its original performance or at least to be the first production machine to Trevithick's drawings.



In France an engineer called Cugnot built the first powered vehicles, slow moving lorries for moving guns about 1770. In England Richard Trevithick showed with his experiments carried out in 1801 that steam power was capable of propelling passenger carrying vehicles. He offered a steam carriage for sale in 1803, but this was not yet a viable proposition as an alternative to using horses. During the next twenty years the design of the high pressure steam engine, its power to weight ratio and ease of operation were very much improved, and as a result, several attempts were made to create effective powered road vehicles.

The first two entrepreneurs to build practical powered road vehicles and to run them regularly and reliably were the rivals Goldsworthy Gurney and Walter Hancock. Gurney is, perhaps, better known but it is arguable that Hancock produced the better engineered vehicles.

The original Enterprise started running in 1833, carrying fare paying passengers in London and making the occasional trips further afield. (This is about the time George Stephenson was building the 'Rocket' and the railway age was beginning). The Enterprise incorporated many of the best features of the time including several of Hancock's own patents such as the artillery wheel. His method of suspending the vehicle on leaf springs and in particular of locating the rear axle in such a way that it could be driven from an engine within the carriage were very advanced for the time and wouldn't have seemed out of date 100 years later. His use of a steering wheel was also novel for the time. The body was similar to the Shillabeer Omnibus – a successful design of horse drawn vehicle where up to 14 passengers sat in two rows facing each other. The engine had two large, vertical, double acting cylinders in a simple, cleverly arranged frame and could run at up to about 100rpm. The boiler can best be described as similar to seven modern domestic pressed steel radiators bolted together with a coke fire underneath them, supplying steam at up to 100psi (6.1 Bar). This arrangement meant that there is less water in the boiler than in a conventional boiler and steam can be generated from cold more quickly and the overall weight of the vehicle is lower. Burning coke



Walter Hancock's 'Enterprise'

The 'Enterprise' is a replica of one of a series of very early steam driven carriages built in London by the pioneering engineer Walter Hancock between 1824 and 1836.

and using the draught from a fan driven from the crankshaft meant that the exhaust was relatively clean and unobtrusive, unlike Gurney's machines; he favoured the steam blast and burnt coal, producing a fiery exhaust.

Three men operated the Enterprise. A driver at the front steered and controlled the speed with a regulator and an engine man who was in charge of maintaining the water level in the boiler. He appears to have travelled sitting on the half door of the engine room with his feet outside. A third man attended to the fire and rode on a platform at the rear behind the boiler, he was in charge of a large brake handle which may have been of some slight help when descending hills! It is not clear how these three comm-

unicated when the carriage was under way as they are out of sight of each other. Top speed was about 20mph but 10mph was a more normal cruising speed.

The passenger seats act as water tanks and can contain up to about one ton of water giving a range of 10 to 20 miles before they need replenishing. It is not clear from descriptions of the time what the weight of the original vehicle was as these early pioneers – particularly Gurney, tended to underestimate the weight, this was presumably to minimise the tolls, the replica weighs 3.2 tonnes.

Although Hancock's operation was nearly viable he eventually, like Gurney, gave up running his carriages for public use, partly due to the poor state of the roads and partly because of the opposition from the powerful horse carriage lobby. Hancock incorporated some parts of one of the early carriages into a runabout and continued to use this himself. It is not known what happened to the other vehicles.

Fortunately, Hancock kept detailed journals of his experiences and adventures with his carriages and these, together with his patents and some engravings, have provided enough information for us to build the replica with some confidence that it is a close representation of the original carriage.



The Royal Automobile Club

1901 MORS – Registration 1 RAC

The Club's Veteran Mors – registration number – 1 RAC was produced in France by the forward thinking Mors Company in 1901 and registered 109N in Chaumont to a Monsieur Ruilliard Fernand during September of that year. When he later purchased a more modern car the Mors was stored in good condition in his garage until his death.

The car was located in 1937 by S.E. Sears, purchased and brought to England to join his collection of motor vehicles. Extensive restoration was carried out over a number of years by the Sears family, including the fitting of the fine pair of Polkey Paraffin Lamps that it still wears today, and are in full working order.

The car at that time was painted yellow and carried the English registration number BPM 1.

The Royal Automobile Club purchased the Mors from the Sears family in the early eighties, before it nearly headed across the Atlantic to an American buyer. The Club has, over a number of years, carried out extensive work on the car to

preserve it in the fine useable condition you see it today. In the late eighties it was repainted in the Club blue and re-registered 1 RAC.

Since in the possession of the Royal Automobile Club it has been entered into 17 VCC Brighton runs and has been successful in them all being driven by Senior Club officials including the Club's President HRH Prince Michael of Kent. The Mors was also a finisher in the year 2000 re-enactment of the 1000 mile trial of 1900 despite a major accident.

For The Technically Minded

The vehicle is fitted with Mors own 4 cylinder engine, developing 15.9 HP from its 24100cc displacement. The separate cylinders are air cooled while the heads are water cooled with automatic inlet valves. A non-standard high-tension magneto generates the spark while it was fitted originally with a low-tension type.

The car has a 4-speed transmission with a reverse gear obtained by selection of the secondary differential, which in fact gives 4 reverse speeds. A cone clutch is fitted which was leather bound but now has a



modern lining fitted to ease operation; as also has the transmission brake.

The parking brake is of the band type and is only used for that purpose, and is incorporated on the rear drive sprockets. Bodywork is of the rear entrance Tonneau type with seating for six on the car. Henry Binder of Paris made this and his plate can be seen on the nearside above the step.

The Mors is quite happy to cruise at between 25 to 30 mph but the back-up vehicle has recorded a speed of 47mph on more than one occasion.

See this superb vehicle at this year's show.

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“Happy Harold”

Happy Harold is the affectionate name of a unique 1928 open top double deck ex-trolleybus, and has supported the Bexhill 100 since the first event in 1990.

Built on a Guy BTX60 Chassis with Rees-Stevens electric motor and a wooden body by Christopher Dodson, this vehicle was one of eight purpose built open-top double deck and 50 single deck electric vehicles commissioned by the Hastings Tramways Company as replacements for the trams which ran in Hastings and Bexhill. No other open-top double deck trolley buses were ever built until Bournemouth chopped the top off a few of theirs in the mid 1950's.

Happy Harold and the other seven open-toppers ran until the beginning of the last war when circumstances made them redundant and after only 10 years service they were unceremoniously disposed of – seven were scrapped and Happy Harold survived as a works car and was occasionally used for overhead greasing

and repairs but mostly languished behind Bulverhythe Depot in Bexhill Road, St Leonards until 1953 when it was returned to passenger service bedecked with hundreds of electric lights to celebrate the Coronation. It was at that time that the silhouette of a saxon warrior was mounted on the front and the nickname was born.

Happy Harold continued in service along Hastings seafront and into Bexhill as a tourist attraction and was the leading vehicle in the final parade when trolleybuses were abandoned in 1959. Such was his popularity that instead of being consigned to the scrapyard the electric motor was replaced with a Commer TS3 diesel engine and Happy Harold continued in service until the late 1960's when it was finally withdrawn.

After a period in store Happy Harold was acquired by Hastings Borough Council and a short while later the Hastings Trolleybus Restoration Group was formed to maintain and run this unique vehicle.

The Hastings Trolleybus Restoration Group is a band of unpaid volunteers whose dedication has ensured that this magnificent vehicle is still around to be enjoyed by the public at large. The group has its own web site, www.1066.net/trolley where you can learn more about the group, its vehicles and activities and as you would expect, the group is always looking for new members and donations so contact the Chairman Ian Castro on 01424 437468. See Happy Harold at the show, in the opening parade and providing trips along the seafront.

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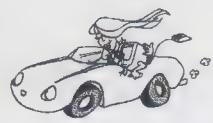
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For those of you new to the Pegasus Project, it is a hybrid-electric wheel-driven land speed challenge aiming to break a record set 36 years ago by the last wheel-driven land speed car before rockets and jet propulsion took over. The American team "Goldeirod" set an amazing wheel-driven speed of 409mph in 1965 and for many of the purists it is still the last real land speed record car. Even more amazing was the achievement of Briton John Cobb, who in 1947 set a speed of 394mph with his 'Railton Special'.

During the next three years, Pegasus is looking to reach the magic 500mph target for a wheel-driven car, but at the dawn of the 21st Century it is to be an environmentally-friendly car. Once we have achieved 500mph we will try to edge towards the record of 763mph set by Thrust SSC in 1997, the jet-propelled vehicle that broke through the sound barrier. We do not know the full potential of Pegasus yet, but we believe that we could reach 600mph or possibly 700mph in three years time. I think you will agree that would be a very special achievement indeed for a wheel-driven car that is environmentally-friendly!

Pegasus Project

The Pegasus Project will be making an appearance at the Bexhill 100 event this year.

Pegasus will run on clean fuels such as natural gas and will generate its own electricity from an on-board gas-turbine/high-speed generator system. The car has four-wheel drive to increase traction and acceleration on typical desert and salt-flat running surfaces.

This being the actual centenary event, the appearance of Pegasus signifies 'One hundred years of speed' from the 1902 Serpollet steam car through to today's 2002 Pegasus hybrid-electric 3000hp special.

Come and see the new exhibition stand, where you can learn more about the project and its targets from Pegasus

team members, sign up as a member of the new Pegasus "Greenspeed" Club (first 200 new club members will get an exclusive 2002 calendar, worth £7.95 each). You will also find T-shirts, hats and other items of official Pegasus merchandise to purchase for friends or family members. If you are in to speed and future technologies, the exclusive Greenspeed Club is the club you have been waiting for.

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Trials, Tribulations & Triumphs

by Nicholas Bacon

In 1989 I found that I had enough funds to purchase a small veteran car, the culmination of an ambition I have had since boyhood, when I had neither the space nor the money to own one.

Now it was different and I began to look for a car that was made before 1904, small and simple enough to enable me to carry out maintenance and minor repairs.

I contacted various dealers and was offered a 1903 Oldsmobile that was in concourse condition. It came with its own bespoke trailer. The car was in America and would be shipped over. Photographs showed it in bits being painted and then at a big American rally where it won an award. I bought the car and waited avidly for two months for its arrival. The car looked beautiful, the owner/restorer had lettered his initials on the sides of the seat and engraved them on to the replacement carburettor he had made.

Towing the trailer back home showed the first problem. The trailer was very wide and heavy with no brakes and even with a big Volvo estate "the tail wagged the dog" and the car was pushed into turns and roundabouts. The trailer had to go! Anyway it wouldn't fit into the garage.

Back home the car was unloaded and the trailer disposed of to a farmer as a mobile shed. Then the fun really started, the car looked beautiful but would not start. The Oldsmobile had a single cylinder engine of over one and a half litres and relies on its heavy flywheel to maintain the momentum of the piston between explosions. To start the car the compression is reduced so that the engine is easier to turn over. This decompression system was badly worn so that the engine was being started against full compression. The starting handle bent alarmingly but after six weeks and blisters an offending cam was replaced and the engine was running.

The first drive was a revelation. Apart from being perched on a vibrating seat with nothing in front, rather like a fairground ride; the controls only vaguely resemble those on a modern car. Practice drives covered some fifteen miles and confidence rose. A lightweight trailer was built to carry the car.

The first Bank Holiday weekend in May was coming up and mention had been

made of a rally in Bexhill. Costumes were made and the car waxed and polished. As it was a sunny day it was decided to drive to Bexhill. Dressed in our period costumes we climbed aboard the car and set off. As we reached the seafront at Hastings disaster struck. There was a loud "bang" and the car shuddered to a halt. We sat there for a moment and a passer by came up with a handful of greasy broken iron bits that had "dropped off". One look into the engine compartment showed that the car would go no further under its own power. We returned home, collected the trailer, picked up the car and took it in its broken state to the show. The balance weights on the crankshaft had broken free and smashed through the sump.

When the car was dismantled it was found that the two balance weights were cracked in half, the connecting rod was bent and twisted through ninety degrees and the cast iron sump was a shattered jigsaw. The broken bits were examined and the manufacture of a replacement part entrusted to a local precision engineering firm. The design of the connecting rod had to be modified and it was fitted with a bronze bearing. The crankshaft appeared to be undamaged and ran true, so when the new parts were ready, the reassembled engine was refitted into the car.

It should be explained that to get the engine out of the car the body has to be removed. This entails draining and removing the radiator, taking off the fuel tank, steering tiller, gear change mechanism, starting handle, various wooden panels and the driving chain. A task that was mind-boggling that first time but is now reduced to less than six hours - given no mishaps and a plentiful supply of coffee.

Time had passed and it was now August 1990 the Oldsmobile was reassembled just in time for a show in Hastings. It started badly but did manage to limp around the arena. The next day there was another show at Rye, the car was unloaded from its trailer but felt very strange when it was swung over. The crankshaft had come apart. It had been broken all the time but until the engine started to run this did not show.

Back to the garage and another total dismantling. To make a new crankshaft meant starting with a specially forged billet of steel that could then be machined into the final shape. Whilst this was

being done the cylinder head was sent off to a specialist firm to have new valve seats fitted.

With the new crankshaft made and fitted to the flywheel the car was reassembled but when the engine was started it became apparent that all was not well. The flywheel was loose!

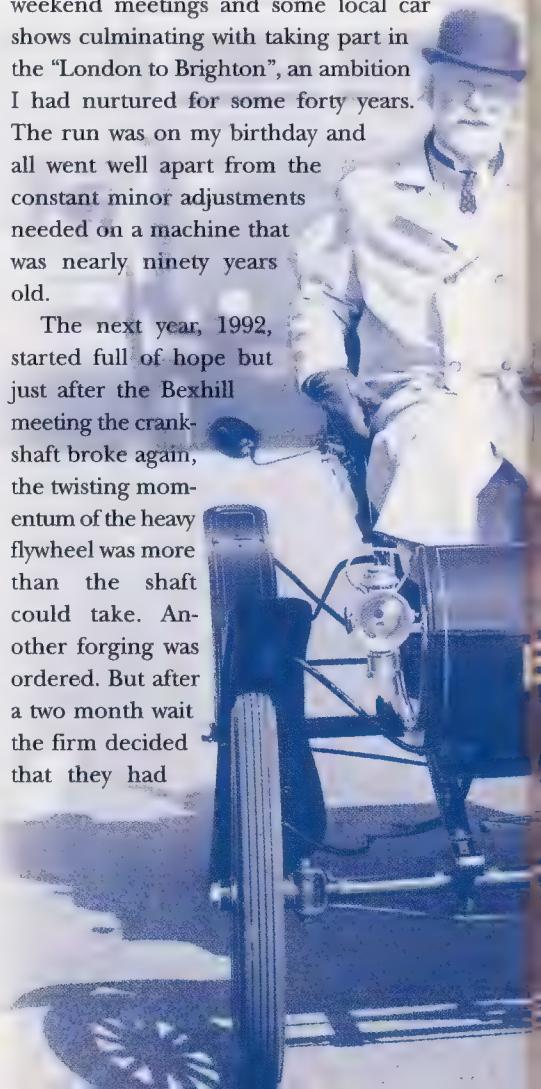
The car came to pieces once more and the damage was assessed. The keyway cut into the flywheel boss was crumbling and the cast iron was full of stress cracks. A new flywheel had to be made from a two inch thick, twenty inch diameter piece of steel weighing nearly a hundredweight. It was found that the bits of iron had damaged the gearbox bearings and one of the gearbox plates was also showing stress fractures.

Back to the start again!

At last the new flywheel and other parts were ready and the car was reassembled almost a year after the first problem and just in time to attend the Bexhill 100.

1991 was a good year rallywise with two weekend meetings and some local car shows culminating with taking part in the "London to Brighton", an ambition I had nurtured for some forty years. The run was on my birthday and all went well apart from the constant minor adjustments needed on a machine that was nearly ninety years old.

The next year, 1992, started full of hope but just after the Bexhill meeting the crankshaft broke again, the twisting momentum of the heavy flywheel was more than the shaft could take. Another forging was ordered. But after a two month wait the firm decided that they had

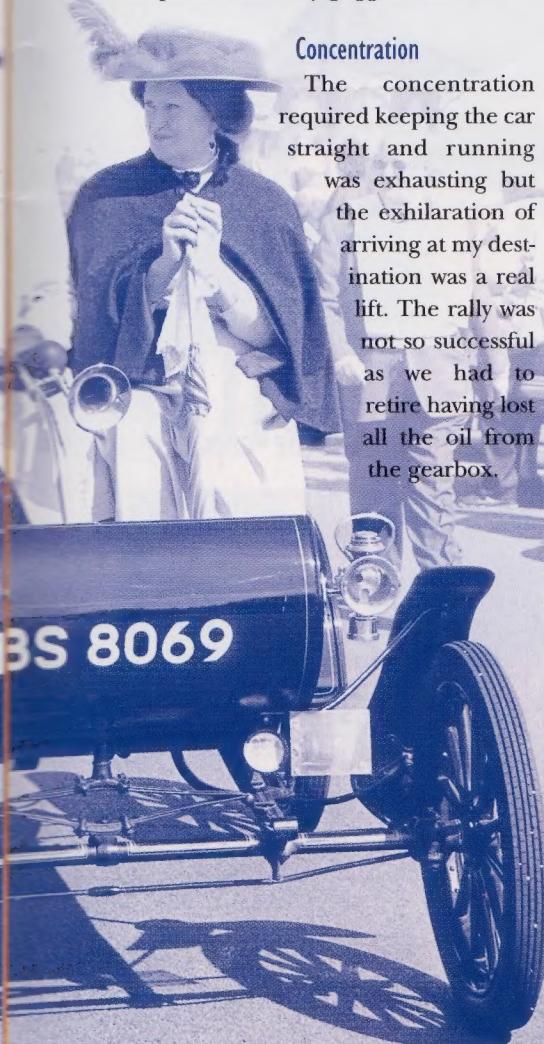


never received the order and could not do the work for some months. I decided to totally rethink the design of the shaft and make it up from five separate pieces. After some teething problems this was done. During this year the car was put together without its engine so that it could be taken to local shows. At last the car was ready to take part in the 1993 "London to Brighton". It completed the run but went badly, overheating all the way.

Along came 1994 the car was driven to the Bexhill 100 under its own power and went well. The Veteran Car Club rally was to be held at the Meon Valley Hotel near Southampton and I thought it might be fun to compete in the 'drive to the rally' section. Out of consideration of other road users and because of massive road works the car was taken on its trailer to the west of Brighton and then unloaded and the drive started. A new lesson was learnt! Driving down the A27 on a Friday in a veteran car with a top speed of 25 miles per hour is totally different to pottering round Hastings or even the A23 on the 'London to Brighton'. There is no company and very little protection. Lorries and coaches pass at 60 miles per hour, the turbulence is incredible and the diesel fumes unpleasant. I arrived at my destination looking like a panda with a white patch where my goggles had been.

Concentration

The concentration required keeping the car straight and running was exhausting but the exhilaration of arriving at my destination was a real lift. The rally was not so successful as we had to retire having lost all the oil from the gearbox.



The season continued with local shows and in September a trip to Guernsey to celebrate the centenary of motoring there. The cars were taken by trailer to Weymouth and driven on to the ferry timed to arrive at six in the evening. The weather was bad and the ferry delayed so that by the time 46 veteran cars had been unloaded it was dark. Most veteran cars have oil lamps and these days they are usually empty. The trip to the hotel was done in small groups all hoping that someone else knew the way. At last a local motorist came to our rescue, just as the heavens opened. The weather was unkind for most of the rally days and once again the car broke down.

Back Home

Back home, with little time before the next 'London to Brighton', the car was stripped down, this time the bolts holding the main bearings had torn out of their housing damaging it badly. The only solution was to make up blocks to go outside the crankcase with thin plates on the inside sandwiching the weakened side-walls, this was done and two new bronze main bearings were made.

By November the car was ready, though work went on until the last minute. We set off and got to Croydon when the glass filter bowl dropped off and shattered. A repair was made with a plastic lid from a container and we went on with the engine running very hot. The second half of the journey was accompanied by an ever increasing rattle as the big end bearing melted away. (It was some years later that I learnt that some modern detergent oils could attack bronze bearings). Over the rest of the winter the car was stripped down, a new bearing made and a copper compression plate fitted to try and reduce the stress on the crankshaft.

1995 started quite well at Bexhill but on the next rally the head gasket started to leak. The cylinder head was skimmed and this, together with a thin copper wire sealer and the compression plate seemed to have cured the problem.

Local Shows

The usual local shows were attended with the car behaving well so it was decided to try something new. There was a rally in the suburbs of Paris passing the sites of many of the early car factories and with stops for a civic reception, coffee and a luncheon served on a boat cruising the Seine. The car started well but began to go slower and slower as one of the bronze main bearings was overheating. In an endeavour to get ourselves, and our

attendant police motorcyclist, to the lunch on time I accepted a tow from a modern French van. We did not have far to go but to be towed through French traffic over cobblestones with a siren sounding police escort at 25 to 35 miles per hour is, to put it mildly, a little scary. The brakes on veteran cars are not designed to deal with the rush of modern traffic and usually one is looking ahead to anticipate when you have to stop. The only way to control the speed was to keep easing the clutch in so that the engine acted as an additional brake. We arrived in time to catch the boat and the car had time to cool during lunch so that it started when we returned and we could continue, periodically flooding the offending bearing with oil. But alas the nerve shattering tow had put too much strain on the car. A spring hanger broke allowing the back axle to run under the car and jam there. The car was recovered and loaded onto our trailer for the journey home. The actual damage was fairly easy to repair and the car was once again driven in the London to Brighton finishing well on a bitterly cold day.

The car went well in the 1996 Bexhill 100 and we went on to the Veteran car Club Rally in Brighton where the big end bearing seized once more and that is when I found out about the oil. Another new bearing later we went to Paris again where the car managed a credible run all the way.

London to Brighton Centenary Run

Then came the Centenary run of the 'London to Brighton' with nearly 800 cars, twice as many as normal, and Brixton Hill single lane traffic, veteran cars don't "do" traffic jams! The Oldsmobile came to a halt in Redhill – the first time it had not completed this run.

Other matters intervened in 1997 so that the car was mainly taken to local shows. In October it was featured in an article in "Classic and Sports Car" this entailed dressing in costume and driving very closely behind a modern car whilst the photographer took pictures.

The next years were taken up with the purchase of a much larger car to carry family and luggage so that the Oldsmobile, apart from the Bexhill 100 had been given a chance to rest, but hopefully with yet another big end bearing and a balanced crankshaft the year 2002 will see it running once more.

Nick Bacon and his wife have supported the Bexhill 100 every year since it started in 1990. We would like to thank them most sincerely.

Who Knows Gustavus Green? —

By Nicholas Bacon

Bexhill has had many unsung heroes, but did you know that some of the early motor cars were actually designed and built in Reginald Road and Victoria Road, Bexhill? Of the three Motor Engineers who were in Bexhill early in the last century Gustavus Green was perhaps the most innovative.

Gustavus Green was born in 1865 in Hounslow, Middlesex, he worked from the age of 13 first as a hairdresser and wig maker and then in the jewellery trade, he had no formal engineering training but designed mechanical devices.

In 1897, at the age of 32, he moved to Bexhill and started a cycle making and repair shop in Western Road. In 1902 Green opened his workshop at 35 Reginald Road and a works in Victoria Road soon followed. He undertook engineering work for others and became involved with motor vehicles as they appeared. By 1904/5 he was taking out patents for ideas on petrol engines. He was also marketing a single cylinder engine with integral radiator for use in motor cycles and cyclecars.

By 1904 he had designed a motor car. The first car was sold to a Dr Miller, his second car a 26/30 HP model was exhibited as a chassis at the March 1906 Motor Show in Islington Agricultural Hall. This car was sold to Lord Frances Hope.

The engine design interested the Commandant of the Balloon School and Factory at Farnborough and he arranged for a more powerful version to be designed for airship use. The works in Bexhill had the capacity to manufacture entire cars, including forgings and castings. But when the contract was arranged in 1908 for the airship engine the work was put out to other engineering firms. This became the normal practice of producing Green's aircraft engines.

Gustavus from this point seems to have lost interest in motor cars. Greens still manufactured and supplied two sizes of motorcycle engines to other makers such as Zenith. By early 1908 Gustavus Green had moved his London office to 55 Berners Street and in 1913 he moved to Strawberry Vale where he lived until his death at nearly 100 in December 1964.

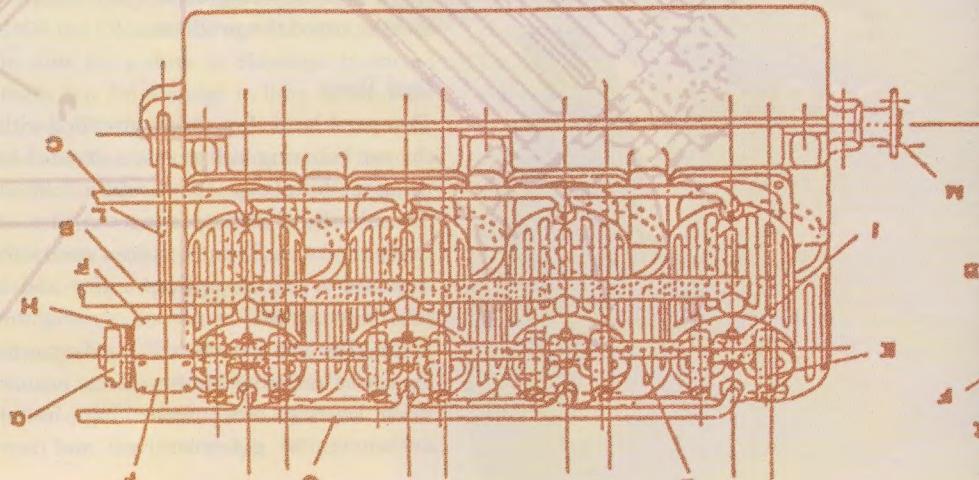
Victoria Road works were retained and were used by his son Charles for motor cycle repairs from 1926 to 1933.

Various Green aircraft engines were used by aviators. Moore Brabazon won the *Daily Mail* £1,000 prize in 1909 for a flight of one mile and in 1910 he used the same plane to fly nineteen miles to win the British Michelin Trophy. Samuel Cody also used Green engines in his record breaking attempts in 1910, 11 and 12. During World War I Green engines powered Aircraft, Airships and Coastal Motor Boats.

After the war the only notable use of Green aircraft engines were in the Avro baby but the marine applications went on. Gustavus went into retirement in the twenties. After his death some of the engines he had designed were presented to the Science Museum. Someone in Bexhill must know more about this unsung pioneer.

If you know more about this pioneer of Bexhill's motoring heritage please tell us by calling in or writing to the Bexhill 100 Office, 39 Marina, Bexhill TN40 1BQ or email brian@bexhill100.co.uk.

The works in Bexhill had the capacity to manufacture entire cars, including forgings and castings.





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